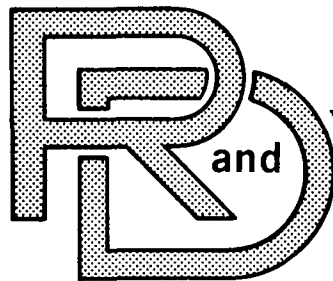


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TECHNICAL REPORT

NO. 12347

RECORDED SIMULATION CONTROL SCHEME

USER'S MANUAL

VOLUME II

January 1978



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**U.S. ARMY TANK-AUTOMOTIVE  
RESEARCH AND DEVELOPMENT COMMAND  
Warren, Michigan 48090**

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RECORDED SIMULATION CONTROL SCHEME

USER'S MANUAL

VOLUME II

A.B. Boghani  
R.B. Fish

January 1978

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Foster-Miller Associates, Inc.  
135 Second Avenue  
Waltham, Massachusetts 02154

for

U.S. Army Tank-Automotive Research and Development Command  
Warren, Michigan

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# TABLE OF CONTENTS

	<u>Page</u>
1. INTRODUCTION	1
2. STEP 1: AXLE DISPLACEMENT RECORD FROM VEHICLE AND TERRAIN SPECIFICATIONS	5
2.1 Dynamic Vehicle Simulation Program	7
2.2 User Instruction	15
2.3 Illustrative Example	30
3. STEP 2: SHAKER INPUT SIGNALS FROM AXLE DISPLACEMENT RECORDS	53
3.1 Control System	55
3.2 User Instructions	60
3.3 Illustrative Example	65
APPENDIX A - DETAILS OF THE VEHICLE SIMULATION PROGRAM	69
A.1 Principal Nomenclature	69
A.2 Subroutine Description	80
A.3 Associated Programs	108
A.4 Listing of the Simulation Program	123
APPENDIX B - DETAILS OF THE CONTROL SYSTEM	156
B.1 Principal Nomenclature	156
B.2 Computer Programs	158
B.3 Program Generation Details	170
B.4 Data Storage Formats	176
REFERENCES	178

## LIST OF ILLUSTRATIONS

<u>Figure No.</u>		<u>Page</u>
1	Recorded Simulation Control Scheme	2
2	Implementation of the Recorded Simulation Control Scheme	3
3	Details of the First Step of the Recorded Simulation Control Scheme	6
4	Formulation of Vehicle Model	8
5	Main Program - Subroutine Interaction	11
6	Damping Models	18
7	Force Characteristics of Suspension Springs, Frame Stops and Tire	23
8	Typical Design Curves for Tire	25
9	Details of the Second Step of the Recorded Simulation Control Scheme	54
10	Schematic Diagram of the Control System Hardware	56
11	PACER-100 Control Panel	59
12	Comparison of the Simulation and the Controller Outputs for the Front Axle Displacement	66
13	Comparison of the Simulation and Controller Outputs for the Middle Axle Displacement	67
14	Comparison of the Simulation and the Controller Outputs for the Rear Axle Displacement	68
A-1	Reading the Terrain Profile in Phases	83
A-2	Parameters for the Rigid Tread Band Model	87
A-3	Sector Calculations for the Adaptive Footprint Model	97
A-4	Tire Sector in Partial Contract	102
A-5	Tire Forces in Adaptive Footprint Model	104
B-1	File Builder Program Flow Chart	159
B-2	Control Program Flow Chart	166
B-3	Program Generation Sequence	171

## LIST OF TABLES

<u>Table No.</u>		<u>Page</u>
1	Specifications of the Computer Program	7
2	Summary of Basic Tire Models	9
3	List of Variables Available for Plotting	21
4	Control System Hardware	57
A-1	A Summary of Subroutine Functions	81
A-2	Conversion of General Tire Variables to Specific Variables	96

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## 1. INTRODUCTION

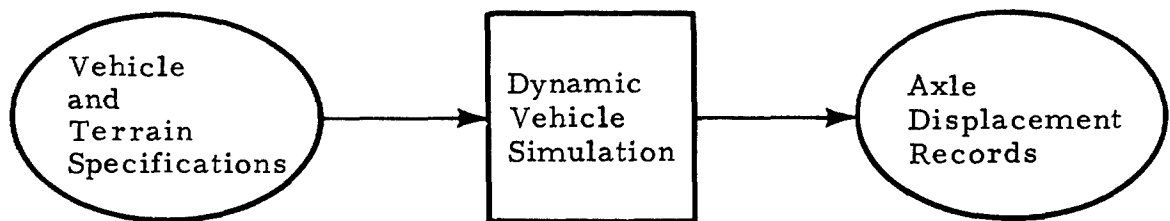
Recorded Simulation Control Scheme is a method of generating input signals for vehicle shake tests performed in laboratory. In this scheme a computer program is used to simulate operation of the vehicle being tested over a terrain of interest. The simulation results create axle displacement records which are stored in memory of a control system. At the time of shake test, these records are played back to generate axle displacement signals. Thus the scheme involves two distinct steps of operation; (a) creating axle displacement records, and (b) generating shaker input signal, as shown in Figure 1.

There are several ways of implementing the recorded simulation control scheme, with the same basic approach of recording the computer generated axle displacement signals and playing them back at the time of shake test. The implementation scheme selected in this effort is shown in Figure 2. As shown in the figure, the axle motion records are generated by dynamic vehicle simulation computer program. Data necessary to execute the program include:

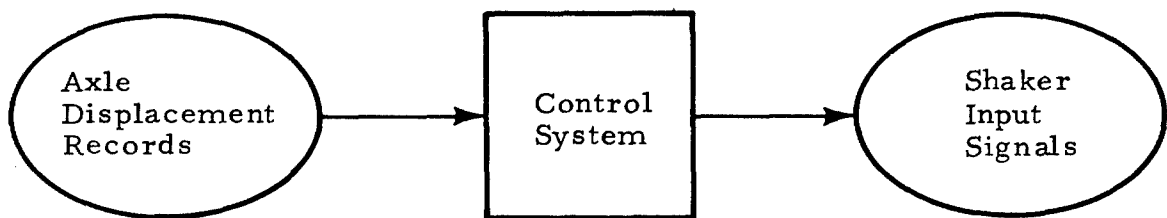
- a. Vehicle data (mass, CG location, wheel base, etc.)
- b. Operation data (terrain profile and speed of operation).

The axle displacement records generated by the simulation are stored on paper tapes and transferred to magnetic disc of a digital controller through adequate software. The data stored on the magnetic disc are retrieved at the time of running the shake test, and the digital signals are converted to analog signals using a bank of digital to analog signal converters. The analog signals are then fed to the shaker through appropriate filters and amplifiers.

The records stored on the discs typically last less than a minute in real-time; therefore, the same records are repeated until the testing is completed. Also, the simulation program is executed each time the vehicle test parameters (terrain profile, speed, load) are changed and the axle displacement records on the discs are updated to show the changes.



Step 1: Creating Axle Displacement Records



Step 2: Generating Shaker Input Signals

Figure 1. Recorded Simulation Control Scheme

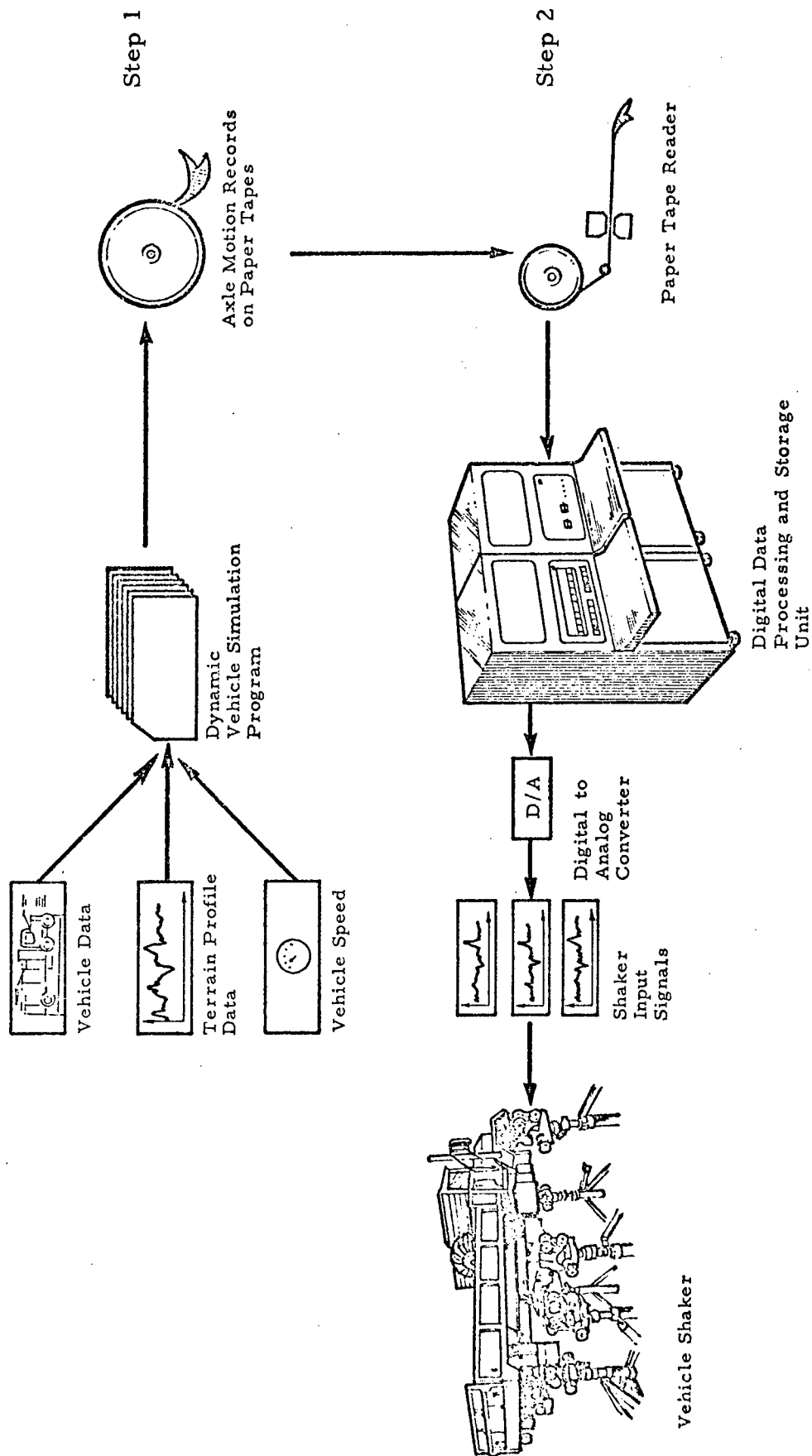


Figure 2. Implementation of Recorded Simulation Control Scheme

This manual describes both steps of the recorded simulation control scheme. Section 2 deals with creating axle displacement records from the specifications of vehicle and terrain, whereas Section 3 discusses the control system which converts the records to shaker input signals. Instructions on how to execute both the steps are given along with appropriate illustrative examples.

## 2. STEP 1: AXLE DISPLACEMENT RECORDS FROM VEHICLE AND TERRAIN SPECIFICATIONS

This chapter deals with the first of two steps involved in implementing the recorded simulation control scheme. The details of the first step are illustrated by Figure 3. As shown in the figure, the input to the first step is in form of specifications for the vehicle and operation, where the vehicle specifications include parameters such as dimensions of the vehicle, spring constants of the suspensions, and weights of the components. The operation specifications, on the other hand, include details of the terrain profile and speed of the vehicle. If the profile of the terrain is not known, its roughness parameter is sufficient to generate a random profile using an associated program, GRND, described in Appendix A.3.

The vehicle data and terrain profile are fed to the dynamic vehicle simulation program to obtain simulation results. The output of the program is in many forms, as shown in the figure. The printout summarizes the input parameters and the dynamic simulation results. The simulation results are in form of values of the key vehicle variables listed as a function of time. The program also can generate plots of the variables, either versus time or versus horizontal vehicle displacement. The axle displacement results generated by the simulation program are punched on cards and they can subsequently be transferred to paper tapes which store data in standard ASCII format. As an option available to the user, the output of some of the variables can be stored on a tape for future statistical processing by an associated program, SPEC, described in Appendix A.3.

The rest of this section deals with the dynamic vehicle simulation program.

The operation of the program is described in Section 2.1. Section 2.2 deals with instructions on how to use the program and Section 2.3 illustrates the use with an example. Details of the subroutines, program nomenclature, associated programs (GRND and SPEC) and listing of the program are in Appendix A.

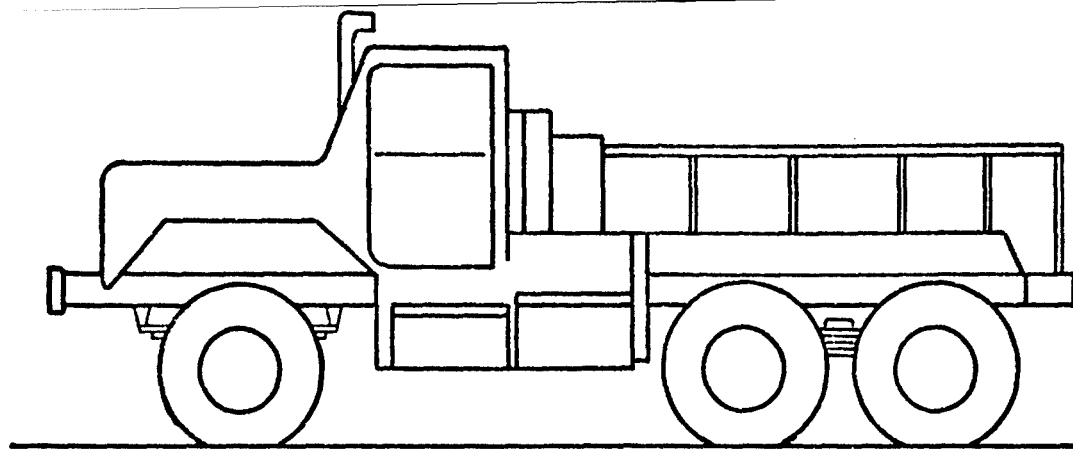


## 2.1 Dynamic Vehicle Simulation Program

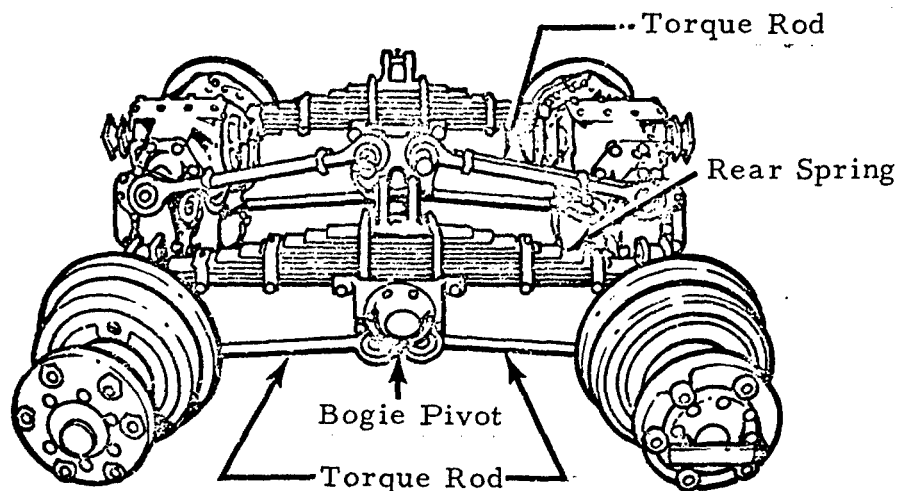
The terrain-tire-vehicle model developed in reference 1 is incorporated in a computer program with specifications summarized in Table 1. The program simulates operation of a vehicle, shown schematically in Figure 4, over a given terrain at a given speed. In the diagram describing the vehicle model, the tire models are not shown because the program offers a choice of four tire models. These models are briefly described in Table 2. For details of the vehicle and the tire models, the user is advised to read reference 1.

Table 1. Specifications of the Computer Program

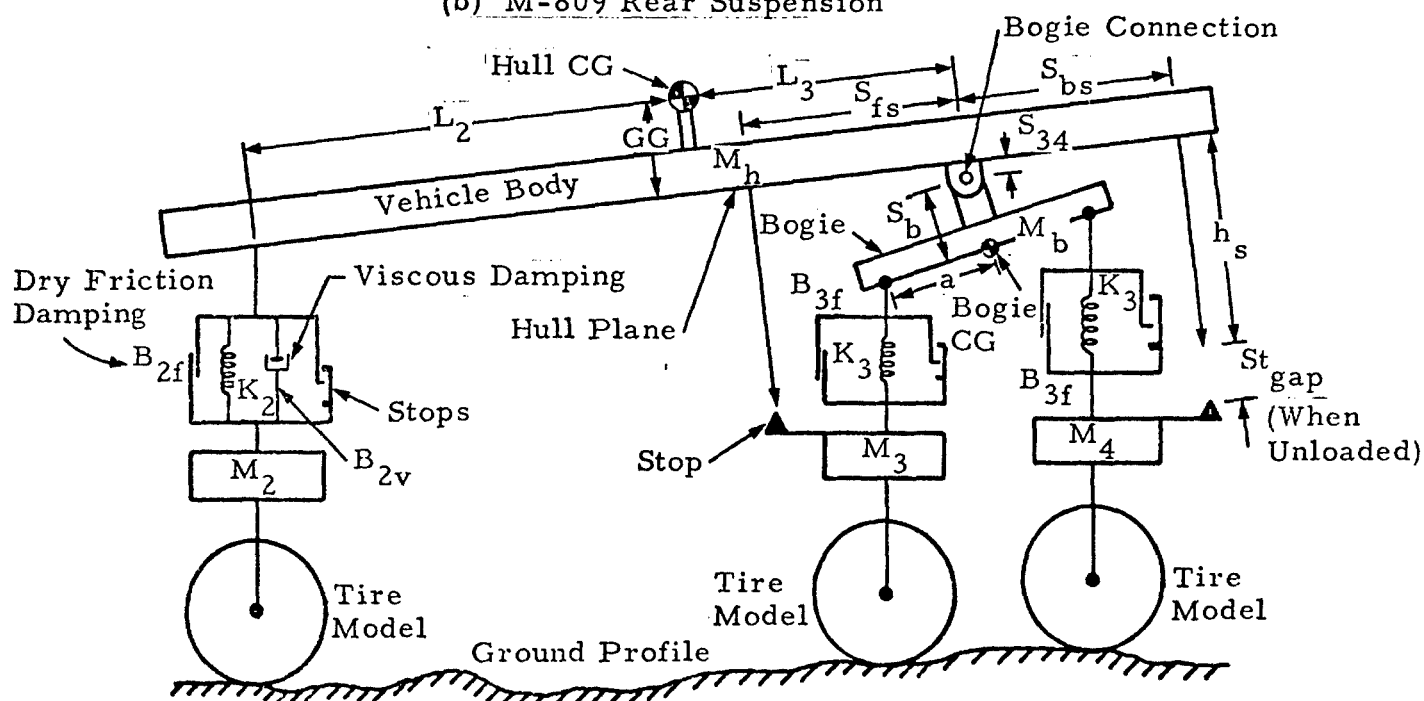
Language:	FORTRAN IV	
Compiler:	Run (Control Data)	
Core Used:	70K Octal	
Additional Requirements:	CALCOMP Subroutines Plotter Card Punch Paper Tape Punch*	
For a typical vehicle simulation over 500 feet of terrain:		
	Using Any of The First Three Tire Models	Using Adaptive Footprint Tire Model
Typical CPU time on CDC 6400	100 sec	1762 sec
Typical cost (government rate)	\$18	\$58
*Required if the control system needs the axle displacement records on paper tapes.		



(a) M-809 Truck



(b) M-809 Rear Suspension



(c) The Model of the Vehicle

Figure 4. Formulation of the Vehicle Model



Table 2. Summary of Basic Tire Models

Name	Schematic	Characteristics
1. Point Contact Tire Model	<p>Unsprung Mass</p> <p>Wheel Center Motion</p>	<p>(a) Effects of inflation pressure and carcass stiffness represented by single spring-dashpot combination.</p> <p>(b) Effects of finite contact area neglected; i.e., no enveloping capability.</p> <p>(c) Effects of finite tire radius neglected; i.e., terrain contact point vertically below wheel center.</p>
2. Rigid Tread Band Tire Model	<p>Tread Band</p>	<p>(a) Rolling Circular Tread Band.</p> <p>(b) Effects of inflation pressure and carcass stiffness represented by an equivalent radial spring-dashpot combination.</p> <p>(c) Ability to filter small wavelength irregularities due to geometric constraints.</p> <p>(d) Terrain contact point shifted fore or aft of wheel center.</p>
3. Fixed Footprint Tire Model	<p>Footprint</p>	<p>(a) Contact area independent of tire deflection.</p> <p>(b) Effects of inflation pressure and carcass stiffness represented in terms of linearly distributed stiffness and damping.</p> <p>(c) Ability to envelop small irregularities.</p>
4. Adaptive Footprint Tire Model	<p>Inflation pressure force on tread band</p> <p>Carcass Model</p>	<p>(a) Contact area changes with tire deflection and conforms with terrain surface.</p> <p>(b) Effects of carcass stiffness represented in terms of angularly distributed stiffness and damping.</p> <p>(c) Effects of inflation pressure represented by an increase in ground contact pressure independent of tire deflection.</p> <p>(d) Capability to filter and envelop small irregularities.</p>

The computer program incorporates the terrain-tire-vehicle model to simulate operation of the vehicle through the following five steps:

- a. Vehicle parameter input
- b. Profile data input
- c. Initial condition calculation
- d. Dynamic simulation
- e. Plotting variables.

These steps are executed by the program through a number of subroutines. The usage of subroutines, each of which performs a specific function, makes the program modular in structure so that it can be modified just by changing the relevant subroutines and keeping the rest of the program untouched. The manner in which the main program interacts with the subroutines is shown in Figure 5. How this interaction performs the above five steps is described in the following:

a. Vehicle Parameter Input

Execution of the program begins by calling subroutine PROGIO which reads the input data for the vehicle and the tire models through three subroutines, IOLAB, IOLABD and IOLAB2. The data is in form of data cards with an alphanumeric description of the parameter, its value and the unit. This description for each data card is printed as soon as it is read. The parameters which are not in consistent units are then converted in the main program just after calling PROGIO.

b. Profile Data Input

Profile data consist of elevations of a random profile, with an rms value of 1 foot, generated by one of the associated programs, GRND, which is described in Appendix A. This profile data are read by subroutine PROFILE. Because the program may simulate vehicle operation on an endless profile, all the profile data are not read at once. Initially only as much profile is read as the program dimensions can absorb. Then the simulation

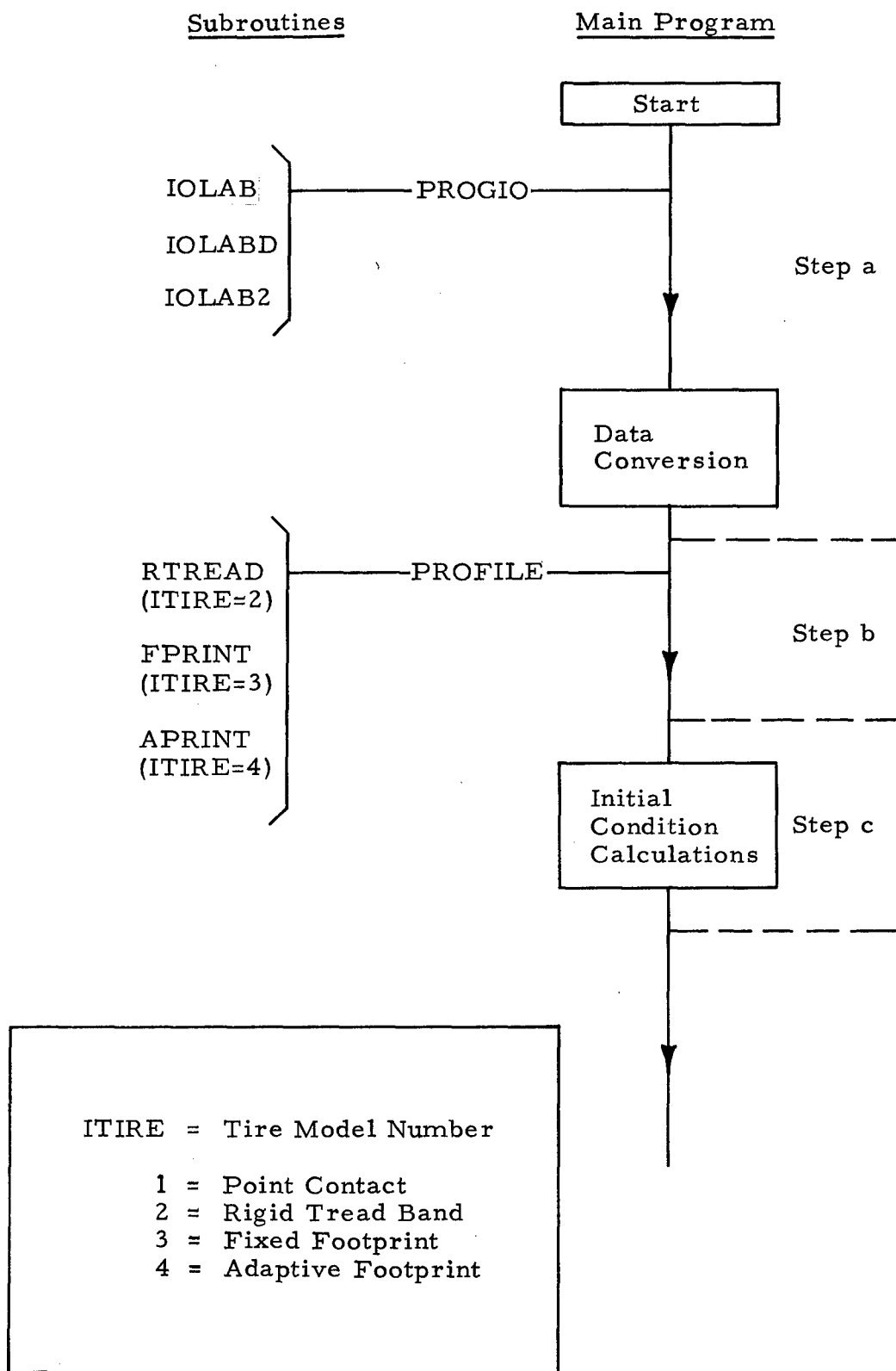


Figure 5. Main Program - Subroutine Interaction

Subroutines

Main Program

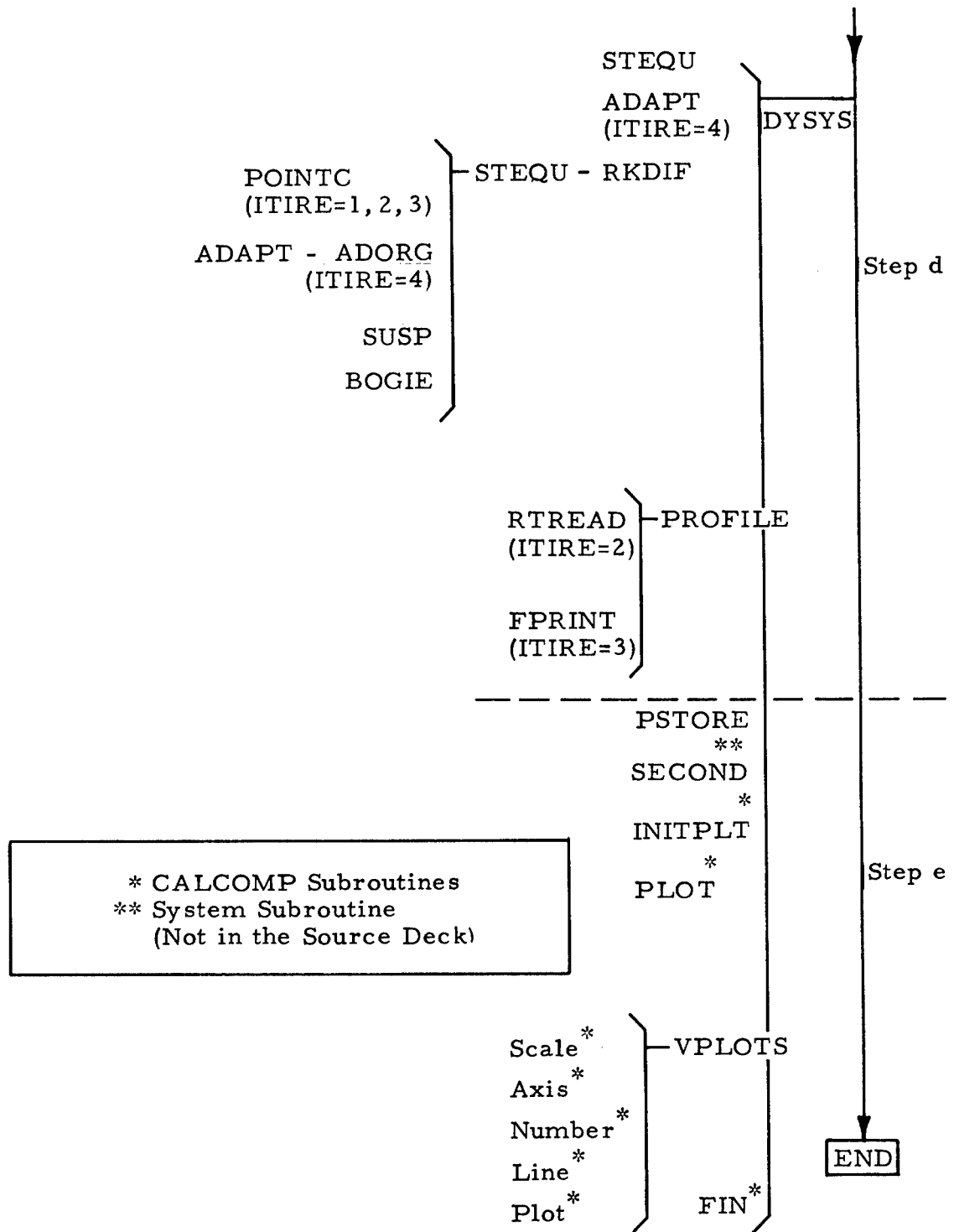


Figure 5. Main Program - Subroutine Interaction Continued

is carried out over that part of the profile. At the end of that profile part, another profile length is read in by PROFILE, and the process is repeated.

The profile thus read in is filtered by subroutine RTREAD if the rigid tread band tire model is being used and by subroutine FPRINT if the fixed footprint model is being used. The profile is then converted to a profile with the user specified rms value (the input profile has an rms value of 1 foot).

c. Initial Condition Calculations

From the data of the terrain on which the vehicle initially rests, the initial conditions of all the state variables are calculated in the main program.

d. Dynamic Simulation

Integration of the state equations to determine time histories of the state variables is coordinated by subroutine DYSYS. The subroutine calls subroutine STEQU in the beginning to initialize values of the state variable derivatives. Subroutine ADAPT is called next, if the adaptive tire model is being used, to determine the initial elevation of the tire center. After these initial calls, subroutine DYSYS executes the integration process by calling subroutine RKDIF at each time steps. Subroutine RKDIF incorporates a fourth order Runge-Kutta algorithm to numerically integrate the state equations. Through integration it updates the values of the state variables (displacements, velocities of the vehicle component) at each time step.

The state equations are programmed in subroutine STEQU, which is called four times at each time step by subroutine RKDIF. These state equations are differential equations describing the heave-pitch motions of the vehicle and its components. In order to determine updated values of the derivatives, subroutine STEQU calls subroutine POINTC, if any of the first three tire models (point contact, rigid tread band or fixed footprint) are being used. In case of the adaptive footprint tire model, however, subroutine ADORG (and through ADORG, subroutine ADAPT) is called instead of

POINTC. These subroutines calculate the forces exerted by the tires. Forces exerted by the suspension are determined by calling subroutine SUSP, whereas those exerted by the bogie are determined from subroutine BOGIE. From updated values of forces thus obtained, the values of derivatives are calculated by subroutine STEQU, from which, in turn, the updated values of the state variables are calculated by subroutine RKDIF.

Subroutine DYSYS generates outputs from the results of numerical integration in the following manner

- (1) The values of the key vehicle variables are printed after MM (user selected) time steps.
- (2) The values of time: and front, middle and rear axle displacements: are punched at each time step. The punched records can be converted to those on paper tapes according to the equipment availability at the user's installation.
- (3) If plotting of certain variables is desired, subroutine PSTORE is called to store the variables to be plotted. The plots are then produced by subroutine VPLOTS.
- (4) If statistical processing option is to be exercised, additional cards are required by subroutine DYSYS (as described in Appendix A.3) for storing the variables on magnetic tape.

Numerical integration is halted when additional profile data is to be read. Subroutine PROFILE is called and with the new profile data the integration is resumed. The process is repeated until the end of the profile is reached. The execution is then moved to the next step. During the simulation, subroutine SECOND keeps track of the execution time.

### e. Plotting Variables

If the user requires some of the variables to be plotted, CALCOMP subroutines INITPLT and PLOT are called to initialize the plotter. Subroutine VPLOTS is then called to create 6 by 5 inch plots of the variables versus time (or displacement as requested by the user). The plots are created using CALCOMP subroutines SCALE, AXIS, NUMBER, LINE and PLOT, which are called by subroutine VPLOTS. Plotting is terminated by subroutine DYSYS through CALCOMP subroutine FIN.

After producing the plots, the program is terminated.

## 2.2 User Instructions

### 2.2.1 Program Input

The program obtains input through data cards. There are two main categories in which the data cards can be divided:

- (1) Vehicle-tire parameters
- (2) Terrain data.

The vehicle-tire parameters category includes masses of the vehicle components, stiffness of the suspensions, tire characteristics, etc. The terrain data is in form of ground elevation readings at a fixed horizontal distance. There is no limit to the length of the profile over which the simulation can be carried out. Also, if profile elevation data are not available, associated program GRND (described in Appendix A.3) can be executed to generate such data.

In the following pages the data cards necessary to execute the program are listed. The numerical values in these data cards are to be placed within the 'F', 'I' or 'E' format. The 'A' fields are used to provide parameter name and units, and other descriptive legends for user convenience.

## DATA CARDS

### General Description Data

<u>Card No.</u>	<u>Contents</u>	<u>Format</u>
1-6	Header cards (the user can print a heading using these cards)	80A1
7	Vehicle type	80A1
8	Tire type	80A1
9	Terrain No.	80A1
10	Tire model no., ITIRE ITIRE = 1 Point contact model = 2 Rigid tread band model = 3 Fixed footprint model = 4 Adaptive footprint model	40A1, I5
11	Vehicle speed, V (mph)	30A1, F10.4, 10A1
12	Profile rms, $y_{rms}$ (in.) (see Note 1)	30A1, F10.4, 10A1

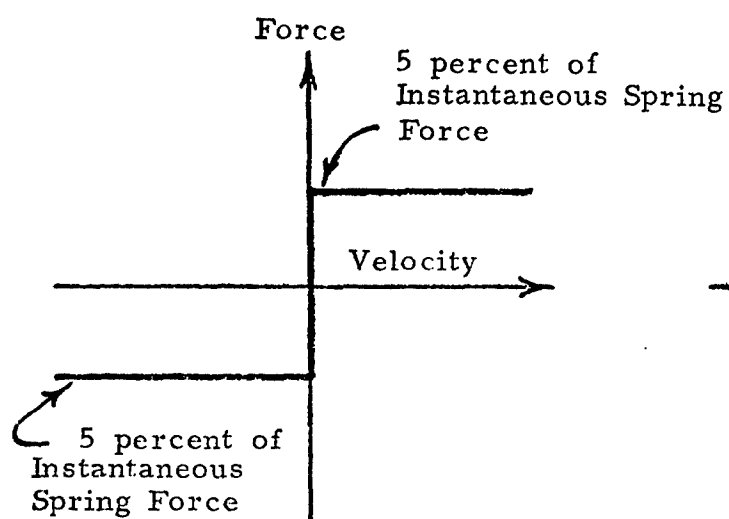
### Vehicle-Tire Parameters (See Figure 4)

#### Vehicle Frame Parameters

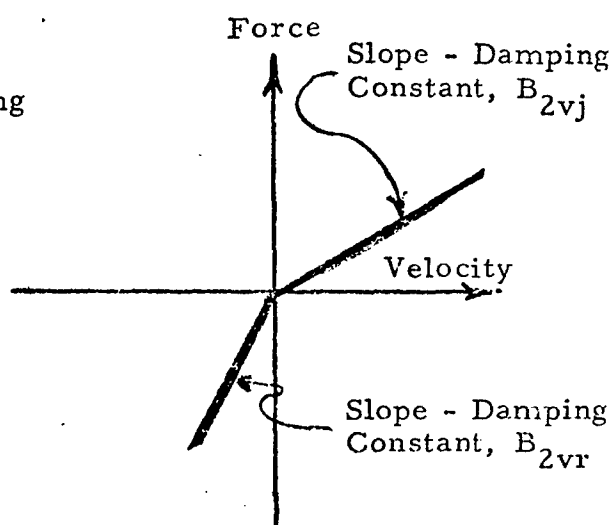
13	Header card	80A1
14	Mass of hull, $M_h$ (slugs)	30A1, F10.4, 10A1
15	Mass of bogie, $M_b$ (slugs)	30A1, F10.4, 10A1
16	Front unsprung mass, each, $M_2$ (slugs)	30A1, F10.4, 10A1
17	Middle unsprung mass, each, $M_3$ (slugs)	30A1, F10.4, 10A1
18	Rear unsprung mass, each, $M_4$ (slugs)	30A1, F10.4, 10A1
19	Pitch inertia of hull, $I_h$ (slug ft <sup>2</sup> )	30A1, F10.4, 10A1
20	Pitch inertia of bogie, $I_b$ (slug ft <sup>2</sup> )	30A1, F10.4, 10A1



21	Horizontal distance between front suspension and hull CG, $L_2$ (ft)	30A1, F10·4, 10A1
22	Horizontal distance between bogie connection and hull CG, $L_3$ (ft)	30A1, F10·4, 10A1
23	Height of hull CG from hull plane, CG (ft)	30A1, F10·4, 10A1
24	Vertical distance between bogie connection and hull plane, $S_{34}$ (ft)	30A1, F10·4, 10A1
25	Horizontal distance between bogie connection and front stop, $S_{fs}$ (ft)	30A1, F10·4, 10A1
26	Horizontal distance between bogie connection and rear stop, $S_{bs}$ (ft)	30A1, F10·4, 10A1
27	Vertical distance between bogie connection and bogie CG, $S_b$ (ft)	30A1, F10·4, 10A1
28	Half bogie length, $a$ (ft)	30A1, F10·4, 10A1
29	Stop size, $h_s$ (ft)	30A1, F10·4, 10A1
30	Stiffness factor, bogie - stop, $K_{stop}$ (see Note 2)	30A1, F10·4, 10A1
31	Stiffness factor, bogie - hull, $H_{stop}$ (see Note 2)	30A1, F10·4, 10A1
32	Unloaded clearance between frame stops and bogie, $St_{gap}$ (ft)	30A1, F10·4, 10A1
<u>Suspension Parameters (See Note 3)</u>		
33-34	Header cards	80A1
<u>Front Suspension</u>		
35	Stiffness, $K_2$ (lb/ft)	30A1, F10·4, 10A1
36	Viscous damping constant (jounce), $B_{2vj}$ (lb·sec/ft) (See Figure 6)	30A1, F10·4, 10A1
37	Viscous damping constant (rebound), $B_{2vr}$ (lb·sec/ft) (See Figure 6)	30A1, F10·4, 10A1
38	Jounce travel, $Jn_2$ (ft)	30A1, F10·4, 10A1
39	Rebound travel, $Rb_2$ (ft)	30A1, F10·4, 10A1



(a) Dry Friction Damping



(b) Shock Absorber Damping

Figure 6. Damping Models

### Middle and Rear Suspensions

40	Header card	80A1
41	Stiffness, $K_3$ (lb/ft)	30A1, F10.4, 10A1
42	Jounce travel, $Jn_3$ (ft)	30A1, F10.4, 10A1
43	Rebound travel, $Rb_3$ (ft)	30A1, F10.4, 10A1
44	Stop stiffness factor, $n$ (ft) (See Note 2)	30A1, F10.4, 10A1

### Tire Parameters

45	Header card	80A1
46	Tire stiffness, $K$ (lb/ft) (See Note 4)	30A1, F10.4, 10A1
47	Tire damping constant, $b$ (lb·sec/ft) (See Note 5)	30A1, F10.4, 10A1
48	Tire radius, $r$ (ft)	30A1, F10.4, 10A1
49	Tire footprint length, $L$ (ft) (See Note 4)	30A1, F10.4, 10A1
50	Tire distributed (cubic) stiffness, $k''$ (lb/in. <sup>3</sup> ) (See Note 6)	30A1, F10.4, 10A1
51	Tire distributed (cubic) damping, $b''$ (lb·sec/ft <sup>3</sup> ) (See Note 6)	30A1, F10.4, 10A1
52	Tire inflation pressure, $p_i$ (psi)	30A1, F10.4, 10A1
53	Tire deflection limit, $T_\ell$ (ft)	30A1, F10.4, 10A1
54	Tire stiffness factor, $T_{stif}$ (See Note 2)	30A1, F10.4, 10A1

### Simulation Data

#### Printout Card

55	MM, where the dynamic results are printed at every MM time steps	40A1, I5
----	---	----------

### Plot Card

56 (JPLT(K), K=1, 40), IXAX, PLSTR, PLSTP 4111, 9X, 2F10.3

<u>Column</u>	<u>Explanation</u>
1-40	Punch 1 in the Kth column if Kth variable is to be plotted (See Table 3). Eight variables maximum.
41	IXAX=0, If X axis on plots is distance travelled (XREAR) IXAX=1, If X axis is time
51-60	Distance travelled at the first point of the plot (as measured by rear wheel center horizontal displacement)
61-70	Distance travelled at the last point of plot (as measured by rear wheel center horizontal displacement)

### Terrain Data

57 (1) Fixed horizontal distance between the data points, dx (ft) F10.2, 15  
(2) Total number of data points, JMAX

58 Terrain elevation data, in ten columns, 8E10.3  
and eight on each card (ft).  
onwards TER(J), J=1, JMAX

Note 1: This assumes that the terrain profile used in the illustrative simulation has been generated by an associated program, program GRND described in Appendix A.3. This profile has an rms (root means square) elevation value of 1 foot. A profile with a different rms value, but with a similar spectral density can be obtained by simply multiplying the generated profile by the rms value supplied by the user through this data card. If, however, a terrain profile with correct rms value is already available to the user, either through experimental results or through some other terrain generating program, this data card

Table 3. List of Variables Available for Plotting

Variable Number	Variable	Program Symbol	Dimension
1	Hull pitch angle	THETA	degree
2	Hull pitch velocity	DTHETA	degree/sec
3	Bogie pitch angle	PHI	degree
4	Bogie pitch velocity	DPHI	degree/sec
5	Hull CG displacement	Y0	ft
6	Hull CG heave velocity	DY0	ft/sec
7	Front axle displacement	YW2	ft
8	Front axle heave velocity	DYW2	ft/sec
9	Middle axle displacement	YW3	ft
10	Middle axle heave velocity	DYW3	ft/sec
11	Rear axle displacement	YW4	ft
12	Rear axle heave velocity	DYW4	ft/sec
13	Front tire force (vertical) (expressed as fraction of the equilibrium force)	FV2/WTR2	Dimensionless
14	Middle tire force (vertical)	FV3/2WTR3	Dimensionless
15	Rear tire force (vertical)	FV4/2WTR4	Dimensionless
16	Front tire force (horizontal)	FH2/WTR2	Dimensionless
17	Middle tire force (horizontal)	FH3/2WTR3	Dimensionless
18	Rear tire force (horizontal)	FH4/2WTR4	Dimensionless
19	Front suspension force (vertical)	FY2	lb
20	Middle suspension force (vertical)	FSY3	lb
21	Rear suspension force (vertical)	FSY4	lb
22	Front ground elevation (effective)	Y2	ft
23	Middle ground elevation (effective)	Y3	ft
24	Rear ground elevation (effective)	Y4	ft
25	Bogie CG elevation	YB	ft
26	Hull CG acceleration	D2 Y0	ft/sec <sup>2</sup>
27	Front suspension displn.	DEL2	ft
28	Middle suspension displn.	DEL3	ft
29	Rear suspension displn.	DEL4	ft
30	Original terrain profile (as seen by the rear tires)	OTER(KPHS)	ft
31	Effective (filtered) profile (as seen by the rear tires)	TER(KPHS)	ft

should have a value of 12.0 inch, so that the terrain rms value is not readjusted in the program.

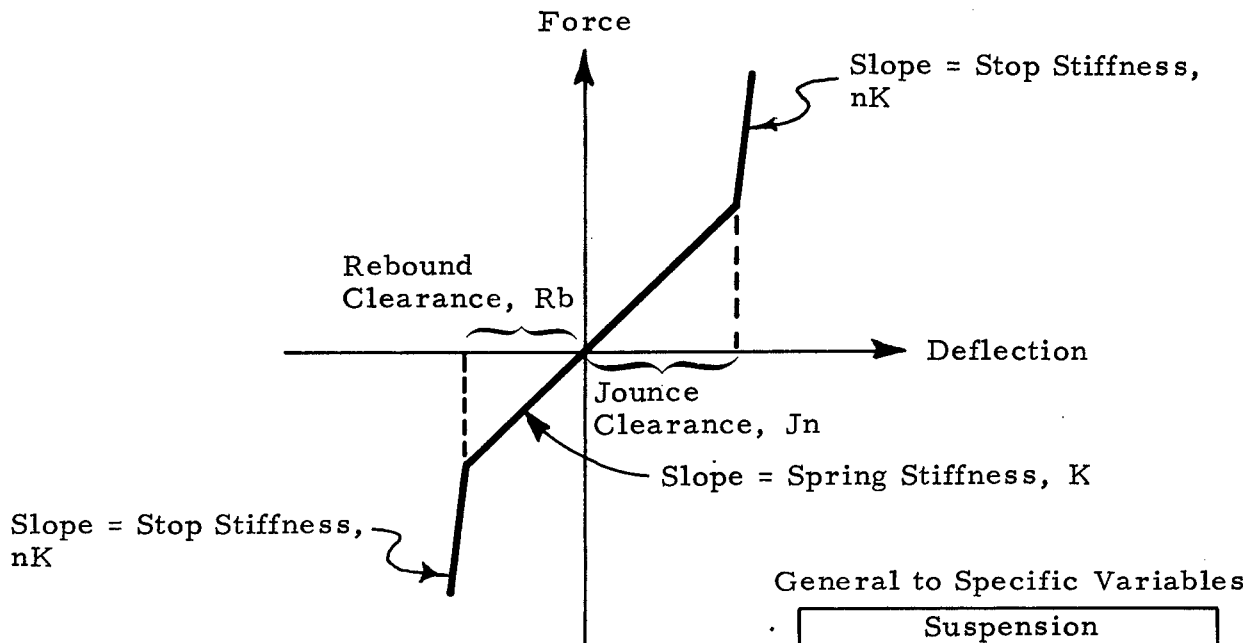
Note 2: Stiffness factor is defined as a factor by which the normal stiffness should be multiplied to simulate a hard contact. Thus, when the suspension exceeds its jounce or rebound limits, its stiffness gets effectively multiplied by a factor  $n$ , as shown in Figure 7. Similarly when the tire deflection exceeds the limit,  $T_0$ , its stiffness gets multiplied by factor  $T_{stif}$  (see Figure 7 (cont)). For the frame stops, the situation is different, because unless the gap between the stop and the bogie becomes zero, there is no force acting on the bogie and hence the stiffness factor, when the contact does occur, has to be keyed to some other stiffness. This stiffness chosen is the suspension stiffness for the middle and the rear suspensions. Thus, the stiffness of the stop is  $K_3 K_{stop}$ , as shown in Figure 7. In extreme case, when the bogie touches the hull, the effective stiffness is  $K_3 \cdot H_{stop}$ .

Note 3: One of the missing parameters in the suspensions data is dry friction coefficient, which is extremely difficult to model. Initial experiments at TARADCOM have indicated that a force value equal to 5 percent of the instantaneous spring force which opposes the velocity describes the dry friction approximately.

Note 4: Typical design curves supplied by the tire manufacturer are shown in Figure 8. From such a curve, knowing the equilibrium load,  $W$ , and inflation pressure,  $p_i$  (PRESS), equilibrium deflection,  $YST$ , can be determined. Inverse of the slope of the curve at point A will give the stiffness value  $k$ . The following equation determines footprint length,  $L$ .

$$L = 2r \sin \left( \cos^{-1} \left( \frac{r - YST}{r} \right) \right)$$

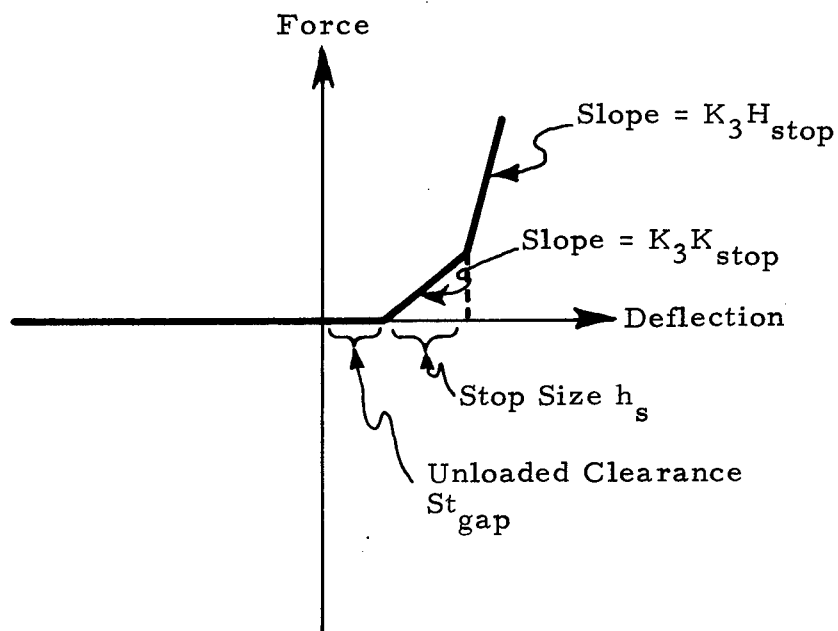
where  $r$  is radius of the tire. The user should refer to reference 2 for details on tire stiffness.



General to Specific Variables

Suspension			
	Front	Middle	Rear
$K$	$K_2$	$K_3$	$K_3$
$Jn$	$Jn_2$	$Jn_3$	$Jn_3$
$Rb$	$Rb_2$	$Rb_3$	$Rb_3$

(a) Suspension Springs



(b) Rear Wheel Frame Stops

Figure 7. Force Characteristics of Suspension Springs, Frame Stops and Tire

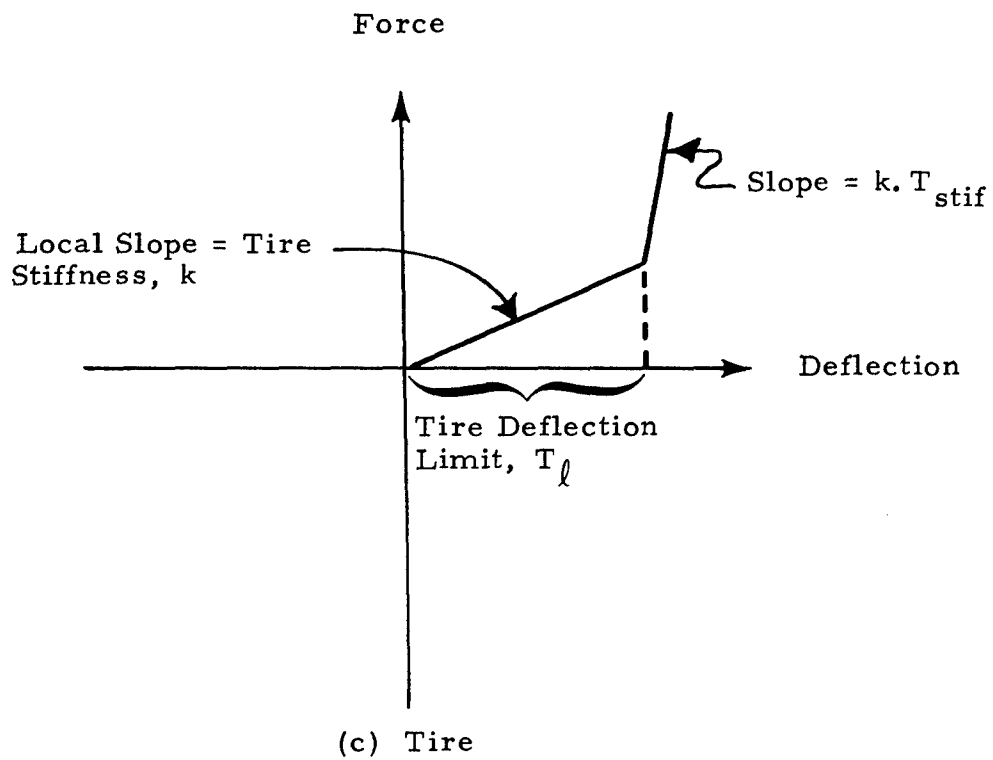


Figure 7. Force Characteristics of Suspension Springs, Frame Stops and Tire (Continued)



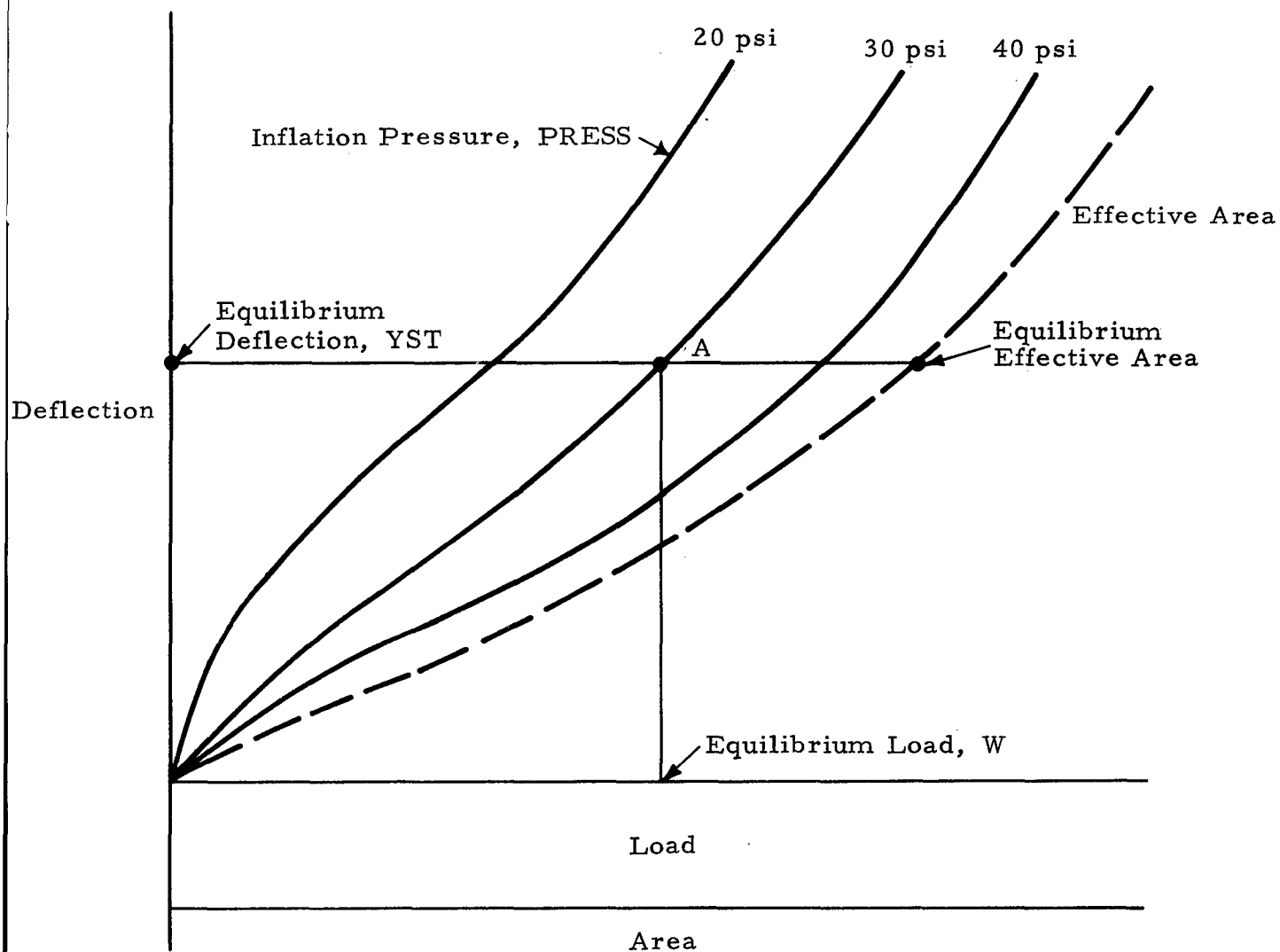


Figure 8. Typical Design Curves for Tire

Note 5: Data on tire damping are relatively scarce. Typical experimental results on tire damping have indicated the damping ratio,  $\xi$ , to be in a 0.03-0.08 range. For the illustrative simulations in this report a mean value of  $\xi = 0.05$  has been assumed. From  $\xi$ , the damping constant  $b$  can be determined from the following relation

$$b = 2 \sqrt{km} \xi$$

where  $m$  is the mass of the tire in slugs and  $k$  is the stiffness in lb/ft. More details on the tire damping are available in reference 2.

Note 6: The value of the distributed (cubic) stiffness of tire, which is used in the adaptive footprint model,  $k''$ , can be evaluated by considering deflection at the equilibrium condition:

$$k'' = \frac{w - p_i A}{B \left( r^2 \sin \theta_o - \frac{(YST-r)^2}{2} \ln \left( \frac{1 + \sin \theta_o}{1 - \sin \theta_o} \right) \right)}$$

where  $B =$  effective width of the tire  $= A/L$

$A =$  effective footprint area at equilibrium obtained from Figure

$$\theta_o = \cos^{-1} \left( \frac{r - YST}{r} \right)$$

$w =$  equilibrium force on the tire.

The cubic damping coefficient,  $b''$ , is evaluated from the tire damping coefficient,  $b$ :

$$b'' = \frac{b}{2Br\theta_o}$$

### 2.2.2 Program Output

The program generates outputs in three forms:

- a. Printout
- b. Plotter output
- c. Punch output

The fourth form of output, i. e. , magnetic tape for statistical processing of the stored variables, is optional and the user is referred to Appendix A.3 for more details.

#### 2.2.2.1 Printout

##### a. The Input Parameters

All the vehicle parameters read from the data cards are listed with the appropriate units.

##### d. Dynamic Simulation Results

Values of the following variables after every MM (user supplied) time steps\* are printed:

NO.	Serial Number	
TIME	Time elapsed from beginning of the simulation	(sec)
FV2	Vertical force from each of the front tires	(lb)
FV3	Vertical force from each pair of the middle tires	(lb)
FV4	The above for rear tires	(lb)
FH2	Horizontal force from each of the front tires	(lb)
FH3	Horizontal force from each pair of the middle tires	(lb)
FH4	The above for the rear tires	(lb)
YW2	Front axle displacement	(ft)
YW3	Middle axle displacement	(ft)
YW4	Rear axle displacement	(ft)

---

\*The time steps are such that the vehicle advance by a distance dx at each step. See Data Card No. 57 for the value of dx.

Y0	Hull CG displacement	(ft)
THETA	Hull pitch angle	(degrees)
PHI	Bogie pitch angle (forward pitch is positive)	(degrees)
DEL2	Front suspension deflection (zero when unloaded)	(ft)
DEL3	Middle suspension deflection (zero when unloaded)	(ft)
DEL4	Rear suspension deflection (zero when unloaded)	(ft)
Y2	Terrain elevation under front wheel center	(ft)
Y3	Terrain elevation under middle wheel center	(ft)
Y4	Terrain elevation under rear wheel center	(ft)
YB	Bogie CG displacement	(ft)
FY2	Front suspension force	(lb)
FSY3	Middle suspension force	(lb)
FSY4	Rear suspension force	(lb)
FFS	Front stop force	(lb)
FBS	Rear stop force	(lb)
D2Y0	Hull CG acceleration	(ft/sec <sup>2</sup> )
D2YB	Bogie CG acceleration	(ft/sec <sup>2</sup> )
D2YW2	Front axle acceleration	(ft/sec <sup>2</sup> )
D2YW3	Middle axle acceleration	(ft/sec <sup>2</sup> )
D2YW4	Rear axle acceleration	(ft/sec <sup>2</sup> )
D2THETA	Hull pitch angular acceleration	(rad/sec <sup>2</sup> )
D2PHI	Bogie pitch angular acceleration	(rad/sec <sup>2</sup> )

At the end of the simulation, the total computation time needed for the simulation, and to the total number of steps executed are written. A typical printer output appears in Section 2.3.

#### 2.2.2.2 Plotter Output

Plotter output depends on the information supplied by the user on card no. 56. Any of the 31 variables summarized in Table 3 can be plotted against distance travelled or time. Additional variables, up to a total of 40 variables, can be plotted by simply adding them to the list in subroutine PSTORE. Care should, however, be taken to make the additional variables available to the subroutine PSTORE through COMMON statements.

The plots are self-scaled and of 6 x 5 inches in size. They have a variable number written on their Y axis which is keyed to the number in Table 3. A typical plot is shown in Section 2.3.

#### 2.2.2.3 Punched Output

The program generates punched output of the time and axle displacement data for use in creating records of shaker input signals. The variables are punched in the following order and format:

<u>Variables</u>	<u>Format</u>
Two sets of:	
Time, YW2 (front axle displacement),	F7.4,3F8.5,
YW3 (middle axle displacement),	F7.4,3F8.5
and YW4 (rear axle displacement)	

At the end of the output, the program punches a series of minus ones to indicate end of the record to the control system in the second step (see 3.2.1). The punched output can later be converted to those on paper tapes according to equipment availability at the user's installation. If the paper tape size is not large enough to include the complete record, the transfer can be continued on the second paper tape by punching a series of minus ones at the end of the first tape.

#### 2.2.3 Diagnostic Message

If the length of the terrain supplied by the user is insufficient, the program terminates with a diagnostic message "TERRAIN LENGTH INSUFFICIENT".

In such a case, the terrain length has to be increased to at least the length of the truck.

### 2.3 Illustrative Example

The computer program is used to simulate operation of a loaded M-809 truck operating at 18 mph over a 500 foot long track of 1 inch rms roughness. The program employs the point contact model to simulate the operation and the terrain elevation data used in the simulation have been obtained from the associated program, GRND, described in Appendix A.3. The following lists these terrain data along with the vehicle and tire data used to execute the simulation. The output of the program is in three forms: a. printout, b. plots, and c. punched card deck (axle displacement records). Of these, the printout and plots are included in this section. The punched deck contains the same information as that shown in the plots.

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100 101 102 103 104 105 106 107 108 109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133 134 135 136 137 138 139 140 141 142 143 144 145 146 147 148 149 150 151 152 153 154 155 156 157 158 159 160 161 162 163 164 165 166 167 168 169 170 171 172 173 174 175 176 177 178 179 180 181 182 183 184 185 186 187 188 189 190 191 192 193 194 195 196 197 198 199 200 201 202 203 204 205 206 207 208 209 210 211 212 213 214 215 216 217 218 219 220 221 222 223 224 225 226 227 228 229 230 231 232 233 234 235 236 237 238 239 240 241 242 243 244 245 246 247 248 249 250 251 252 253 254 255 256 257 258 259 260 261 262 263 264 265 266 267 268 269 270 271 272 273 274 275 276 277 278 279 280 281 282 283 284 285 286 287 288 289 290 291 292 293 294 295 296 297 298 299 300 301 302 303 304 305 306 307 308 309 310 311 312 313 314 315 316 317 318 319 320 321 322 323 324 325 326 327 328 329 330 331 332 333 334 335 336 337 338 339 340 341 342 343 344 345 346 347 348 349 350 351 352 353 354 355 356 357 358 359 360 361 362 363 364 365 366 367 368 369 370 371 372 373 374 375 376 377 378 379 380 381 382 383 384 385 386 387 388 389 390 391 392 393 394 395 396 397 398 399 400 401 402 403 404 405 406 407 408 409 410 411 412 413 414 415 416 417 418 419 420 421 422 423 424 425 426 427 428 429 430 431 432 433 434 435 436 437 438 439 440 441 442 443 444 445 446 447 448 449 450 451 452 453 454 455 456 457 458 459 460 461 462 463 464 465 466 467 468 469 470 471 472 473 474 475 476 477 478 479 480 481 482 483 484 485 486 487 488 489 490 491 492 493 494 495 496 497 498 499 500 501 502 503 504 505 506 507 508 509 510 511 512 513 514 515 516 517 518 519 520 521 522 523 524 525 526 527 528 529 530 531 532 533 534 535 536 537 538 539 540 541 542 543 544 545 546 547 548 549 550 551 552 553 554 555 556 557 558 559 560 561 562 563 564 565 566 567 568 569 570 571 572 573 574 575 576 577 578 579 580 581 582 583 584 585 586 587 588 589 590 591 592 593 594 595 596 597 598 599 600 601 602 603 604 605 606 607 608 609 610 611 612 613 614 615 616 617 618 619 620 621 622 623 624 625 626 627 628 629 630 631 632 633 634 635 636 637 638 639 640 641 642 643 644 645 646 647 648 649 650 651 652 653 654 655 656 657 658 659 660 661 662 663 664 665 666 667 668 669 670 671 672 673 674 675 676 677 678 679 680 681 682 683 684 685 686 687 688 689 690 691 692 693 694 695 696 697 698 699 700 701 702 703 704 705 706 707 708 709 710 711 712 713 714 715 716 717 718 719 720 721 722 723 724 725 726 727 728 729 730 731 732 733 734 735 736 737 738 739 740 741 742 743 744 745 746 747 748 749 750 751 752 753 754 755 756 757 758 759 760 761 762 763 764 765 766 767 768 769 770 771 772 773 774 775 776 777 778 779 780 781 782 783 784 785 786 787 788 789 790 791 792 793 794 795 796 797 798 799 800 801 802 803 804 805 806 807 808 809 810 811 812 813 814 815 816 817 818 819 820 821 822 823 824 825 826 827 828 829 830 831 832 833 834 835 836 837 838 839 840 841 842 843 844 845 846 847 848 849 850 851 852 853 854 855 856 857 858 859 860 861 862 863 864 865 866 867 868 869 870 871 872 873 874 875 876 877 878 879 880 881 882 883 884 885 886 887 888 889 890 891 892 893 894 895 896 897 898 899 900 901 902 903 904 905 906 907 908 909 910 911 912 913 914 915 916 917 918 919 920 921 922 923 924 925 926 927 928 929 930 931 932 933 934 935 936 937 938 939 940 941 942 943 944 945 946 947 948 949 950 951 952 953 954 955 956 957 958 959 960 961 962 963 964 965 966 967 968 969 970 971 972 973 974 975 976 977 978 979 980 981 982 983 984 985 986 987 988 989 990 991 992 993 994 995 996 997 998 999 1000 1001 1002 1003 1004 1005 1006 1007 1008 1009 1010 1011 1012 1013 1014 1015 1016 1017 1018 1019 1020 1021 1022 1023 1024 1025 1026 1027 1028 1029 1030 1031 1032 1033 1034 1035 1036 1037 1038 1039 1040 1

IBM

FORTRAN Coding Form

PROGRAM	DATE	PUNCHING INSTRUCTIONS	GRAPHIC PUNCH	PAGE	OF
PROGRAMMER				243	10

FORTRAN STATEMENT										IDENTIFICATION									
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
BOG CONN TO FRNT STOP						2.208				FT									
BOG CONN TO REAR STOP						2.208				FT									
OFFSET BOG CON TO BOG CQ						0.0				FT									
HALF BOGIE LENGTH						2.208				FT									
STOP SIZE						0.25				FT									
STIFFNESS FACTOR BOG-STOP						10.													
STIFFNESS FACTOR BOG-HULL						1000.													
STOP GAP						0.393				FT									
										SUSPENSION PARAMETERS									
										FRONT SUSPENSION, EACH									
STIFFNESS						29976.				LB/FT									
VISCOUS DAMPING COEFF. (JOUNCE)						185.				LB SEC/FT									
VISCOUS DAMPING COEFF. (REBOUND)						600.				LB SEC/FT									
JOUNCE TRAVEL						0.5				FT									
REBOUND TRAVEL						0.5				FT									
										MIDDLE AND REAR SUSPENSIONS									
STIFFNESS						87000.				LB/FT									
JOUNCE TRAVEL						0.7				FT									
REBOUND TRAVEL						0.7				FT									
STOP STIFFNESS FACTOR						10.													
										TIRE PARAMETERS									
STIFFNESS						39000.				LB/FT									
DAMPING						31.1				LB SEC/FT									
TIRE RADIUS						1.67				FT									

IBM Corp. 1964. Form 4-6103-100-1. IBM Corp. 1964. Form 4-6103-100-1.



FLOOR PLAN	PUNCHING INSTRUCTIONS	GUM-PTIC PUNCH	PAGE OF CARD ELECTROTYPE					
PONG-AWITE	DATE							

[illegible]

Input: Data Cards (Card No. 58 and onwards)

Profile Elevation Data in 8E10.3 Format

Card No. 58	↑	Card No. 59	↑	etc.			
7.72500E+01	7.12400E+01	6.10400E+01	7.89100E+01	8.72800E+01	1.11700F+00	1.29900E+00	1.79800E+00
1.87100E+00	2.09000E+00	2.00700E+00	1.93700E+00	1.74000E+00	1.94600F+00	2.24100E+00	2.28600E+00
2.34400E+00	2.32200E+00	1.88400E+00	1.67700E+00	1.70100E+00	1.72500F+00	1.61300E+00	1.70100E+00
1.33600E+00	1.26500E+00	1.15500E+00	1.12900E+00	9.16900E-01	7.50300E-01	7.70200E-01	9.06600E-01
1.11200E+00	1.25700E+00	1.48200E+00	1.43700E+00	1.81900E+00	1.75600E+00	1.64600E+00	1.60600E+00
1.80800E+00	2.15000E+00	2.28500E+00	2.28100E+00	2.47000E+00	2.47700F+00	2.66000E+00	2.53700E+00
2.70000E+00	2.35400E+00	2.38100E+00	2.47900E+00	2.35800E+00	2.74300E+00	2.73200F+00	2.62000E+00
2.63300E+00	2.58400E+00	2.54100F+00	2.78400E+00	2.64600E+00	2.94200F+00	2.97100E+00	2.80400E+00
2.65400E+00	2.68600E+00	2.65400E+00	2.47000E+00	2.19300E+00	1.89800F+00	2.22000E+00	2.27300E+00
1.89900E+00	1.61300E+00	1.67700E+00	1.80000E+00	1.60100E+00	1.66800F+00	1.74600E+00	1.63300E+00
1.45500E+00	1.58700E+00	1.77500E+00	1.86600E+00	2.00000E+00	2.01100E+00	1.93700E+00	1.75500E+00
1.65300E+00	1.52200E+00	1.40100E+00	1.38500E+00	1.39500E+00	1.54400E+00	1.80400E+00	1.60500E+00
1.71300E+00	1.65400E+00	1.65700E+00	1.61500E+00	1.84800E+00	1.56800F+00	1.54500E+00	1.47400E+00
1.45200E+00	1.49100E+00	1.64000E+00	1.74700E+00	1.42800E+00	1.54600E+00	1.60000E+00	1.77800E+00
1.90700E+00	1.76800E+00	1.75800E+00	1.48900E+00	1.44800E+00	1.24200F+00	1.03900E+00	9.04600E-01
1.03000E+00	7.13700E+01	6.54000E+01	1.19800E+00	2.51600E-01	1.31000F-01	1.59400E-01	2.64800E-01

1.00100E-01	-9.68500E-02	-1.15200E-02	-1.33600E-01	-3.27400E-01	-3.44300E-01	-4.30000E-01	-4.34100E-01
-2.13200E-01	-2.52200E-01	-2.08000E-01	-9.71600E-02	-1.63400E-01	-5.32200E-03	-5.42600E-03	1.81400E-02
5.73700E-02	5.73700E-02	-1.14000E-01	-3.93800E-02	-6.44200E-02	-1.30700E-01	-1.25100E-01	-2.14500E-01
1.64500E-01	-3.06900E-01	-3.84400E-01	-7.55600E-01	-1.01400E+00	-9.30700E-01	-9.75300E-01	-9.12600E-01
1.04200E+00	-8.89900E-01	-7.99100E-01	-9.96200E-01	-2.91100E-01	-3.44700E-01	-2.98700E-01	-7.71600E-04
3.48100E+00	1.16800E-01	2.96500E-01	1.94800E-01	1.12200E-02	-2.60800E-01	-1.93400E-01	-2.43300E-01
-4.16100E-01	-6.14300E-01	-4.08000E-01	-2.57900E-01	-1.78800E-01	-5.22900E-01	-5.70100E-01	-2.60200E-01
-5.05700E-01	-5.37300E-01	-4.04100E-01	-3.08800E-01	-1.84700E-01	-3.51600E-01	-4.39100E-01	-6.14400E-01
-6.09300E-01	-3.63800E-01	-5.46300E-01	-0.04600E-01	-7.16600E-01	-8.26400E-01	-1.10600E+00	-1.09400E+00
-1.07200E+00	-8.53000E-01	-7.88700E-01	-9.70300E-01	-1.08400E+00	-1.32100E+00	-1.17200E+00	-8.99600E-01
-9.73900E-01	-1.13700E-01	-1.20900E+00	-1.49200E+00	-1.66100E+00	-1.25900E+00	-1.40000E+00	-1.25400E+00
-1.24400E+00	-1.24500E+00	-1.17300E+00	-1.87200E-01	-8.24400E-01	-7.85100E-01	-7.52000E-01	-6.18400E-01
-3.84000E-01	-2.06600E-01	-4.12700E-01	-6.3700E-01	-7.49300E-01	-5.96000E-01	-7.21700E-01	-9.04200E-01
-6.64000E-01	-4.13700E-01	-4.43900E-01	-4.57000E-01	-5.12900E-01	-5.96000E-01	-7.21700E-01	-7.20400E-01
-1.16700E+00	-1.18800E+00	-1.21400E+00	-1.35500E+00	-1.32900E+00	-1.67400E+00	-1.69000E+00	-1.53800E+00
-1.49600E+00	-1.44600E+00	-1.62300E+00	-1.50800E+00	-1.69400E+00	-1.64300E+00	-1.42500E+00	-1.63600E+00
-1.45100E+00	-1.23600E+00	-1.14100E+00	-1.14500E+00	-1.00900E+00	-1.05100E+00	-1.26000E+00	-1.06000E+00
-1.03800E+00	-9.78800E-01	-1.03900E+00	-8.75300E-01	-8.17900E-01	-7.69300E-01	-8.94700E-01	-9.38100E-01
-9.36600E-01	-1.13600E+00	-1.45900E+00	-3.30400E+00	-9.87600E-01	-8.53200E-01	-6.91300E-01	-9.02100E-02
-1.49200E-01	-1.96200E-01	-8.20800E-01	-7.38800E-01	-6.78200E-01	-6.38300E-01	-5.93900E-01	-4.19000E-01
-4.84600E-01	-4.16000E-01	-1.99900E-01	-3.43100E-01	-2.01800E-01	-2.14100E-01	-3.58100E-01	-4.45200E-01
-2.68600E-01	-5.31600E-01	-7.43200E-01	-0.02500E-01	-5.61500E-01	-5.40000E-01	-7.04800E-01	-8.07400E-01
-8.68800E-01	-5.99800E-01	-5.77900E-01	-0.09600E-01	-9.62200E-01	-1.06300E+00	-8.27200E-01	-1.10000E+00
-1.12000E+00	-1.34000E+00	-1.35000E+00	-1.23700E+00	-1.36300E+00	-1.36200E+00	-1.35400E+00	-1.44500E+00
-1.43800E+00	-1.57000E+00	-1.54700E+00	-0.67600E+00	-1.59200E+00	-1.57700E+00	-1.49500E+00	-1.40500E+00
-1.03900E+00	-9.97800E-01	-9.11200E-01	-0.41600E-01	-1.08000E+00	-8.64700E-01	-7.92700E-01	-7.02000E-01
-4.48800E-01	1.08500E-02	1.99400E-01	2.70100E-01	4.99900E-01	2.85900E-01	3.40500E-01	1.25000E-01
2.89600E-01	1.13500E-01	2.15700E-01	1.84700E-01	9.29000E-02	7.91400E-02	2.83000E-01	3.74300E-01
5.01400E-01	6.90100E-01	7.97900E-01	1.17500E-01	1.03900E+00	9.72000E-01	8.01800E-01	7.57900E-01
6.77700E-01	8.83600E-01	7.65800E-01	5.82900E-01	6.14400E-01	6.92600E-01	1.06400E+00	1.24600E+00
1.47600E+00	1.73000E+00	1.76800E+00	1.59900E+00	1.76100E+00	2.10700E+00	1.22200E+00	1.65500E+00
1.78900E+00	1.33500E+00	1.4700E+00	1.48700E+00	1.75200E+00	1.60800E+00	1.25100E+00	1.07100E+00
1.09000E+00	1.17900E+00	1.40600E+00	1.38200E+00	1.43400E+00	1.55800E+00	1.38500E+00	1.36500E+00
1.42300E+00	1.68300E+00	1.73200E+00	1.44600E+00	1.61300E+00	1.36700E+00	1.24100E+00	9.68700E-01
8.99600E-01	9.53100E-01	9.60100E-01	9.24900E-01	7.31100E-01	6.68100E-01	3.79200E-01	2.82100E-01
1.44300E-01	4.44200E-03	5.21900E-03	1.52800E-01	3.12500E-02	1.59700E-01	2.26800E-01	1.89600E-01
2.04700E-01	1.69400E-01	2.51200E-01	1.67000E-01	5.22200E-02	1.38100E-02	3.32500E-03	1.32800E-01
-1.40400E-01	-3.72100E-01	-3.22000E-01	-1.78700E-01	-3.60300E-01	-5.49400E-01	-6.30600E-01	-6.93300E-01
-3.30900E-01	-2.58200E-01	-3.07400E-01	-4.67100E-01	-6.19500E-01	-4.04400E-01	-5.57000E-01	-6.40200E-01
-9.16800E-01	-6.30000E-01	-6.55400E-01	-5.84000E-01	-6.62200E-01	-9.06000E-01	-9.88800E-01	-8.94800E-01
-1.01400E+00	-8.62600E-01	-6.77200E-01	-7.18800E-01	-5.38800E-01	-5.64300E-01	-6.66500E-01	-4.21200E-01
-4.95800E-01	-3.75600E-01	-2.05900E-01	-4.24000E-02	-4.26500E-03	-3.14700E-01	-3.03100E-01	-3.21200E-01
-2.76200E-01	-2.21900E-01	3.09700E-02	-2.09000E-01	-3.43600E-01	-2.02600E-01	-1.76400E-01	-3.26900E-01
-2.61300E-01	-2.67300E-01	-0.05100E-01	-6.52000E-01	-7.71300E-01	-7.21500E-01	-8.87600E-01	-8.18800E-01
-1.13900E+00	-1.11300E+00	-1.04500E+00	-1.25900E+00	-1.34400E+00	-1.22700E+00	-1.05300E+00	-9.87700E-01
-1.11200E+00	-1.10000E+00	-1.29800E+00	-1.31400E+00	-1.50400E+00	-1.09400E+00	-1.05900E+00	-9.11100E-01
-9.25500E-01	-6.12700E-01	-5.75600E-01	-7.95400E-01	-8.80000E-01	-9.11900E-01	-9.25500E-01	-8.23600E-01
-9.84000E-01	-8.77500E-01	-9.44400E-01	-9.37300E-01	-9.84700E-01	-7.82400E-01	-5.50100E-01	-4.09000E-01
-2.48000E-01	-2.25100E-01	-1.96000E-01	-4.14300E-02	-3.23400E-02	-3.39500E-01	-2.18200E-01	-4.34300E-01
-2.63900E-01	-4.37200E-01	-4.37200E-01	-3.23000E-01	-5.19800E-01	-8.70200E-01	-9.45000E-01	-7.88700E-01
-9.23700E-01	-8.63300E-01	-8.88500E-01	-7.07000E-01	-5.93700E-01	-4.71500E-01	-4.54900E-01	-4.78800E-01
-6.05900E-01	-7.42400E-01	-3.32400E-01	-2.38400E-01	-2.41100E-01	2.02200E-01	1.39500E-01	-1.93300E-02
-6.71600E-02	1.89000E-01	2.09300E-01	5.5100E-04	-1.31300E-01	-8.94700E-02	-5.85900E-02	-1.66000E-01
-1.19900E-01	2.22800E-01	2.50800E-01	2.25800E-01	-9.86600E-02	-6.4600E-01	-7.70100E-01	-4.28200E-01
-6.06800E-01	-6.45200E-01	-0.61500E-01	-3.24000E-01	-1.52200E-01	-1.41300E-01	-1.20200E-01	-3.64400E-01
-2.78200E-01	-3.16200E-01	-3.13900E-01	-3.30900E-01	-2.94500E-01	-2.35100E-01	-8.97100E-02	-8.19800E-02
-1.88300E-01	-2.04600E-01	-3.44300E-01	4.87700E-02	1.08100E-01	3.78400E-01	4.09400E-01	3.91000E-01
-2.72100E-01	1.16600E-01	3.94200E-01	3.40000E-01	1.34100E-01	2.47800E-02	1.44900E-01	-9.10400E-02
-4.80300E-02	-5.60700E-01	-3.55500E-01	-3.22100E-01	-3.47500E-01	-3.84000E-01	-1.55900E-01	-2.75500E-01
-2.91800E-01	-2.13000E-01	-8.06400E-02	2.14800E-03	1.70100E-01	5.14300E-03	3.82700E-01	3.6500E-01
4.29000E-01	5.75300E-01	6.30100E-01	8.31200E-01	8.67600E-01	1.00800E+00	8.87700E-01	6.91200E-01

5.21900E-01	4.2600E-01	4.4700E-01	5.0600E-01	8.3230E-01	7.1970E-01	7.6100E-01	8.3980E-01
1.03200E-00	8.7530E-01	5.9070E-01	4.4120E-01	3.4330E-01	4.0640E-01	2.5110E-01	3.2250E-01
4.6800E-01	5.2390E-01	4.4650E-01	7.8550E-01	9.35470E-01	9.5440E-01	1.0190E-00	9.6600E-01
9.0600E-01	7.1500E-01	9.2700E-01	7.2870E-01	7.4560E-01	1.0270E-00	1.0580E-00	1.0680E+00
1.31800E-00	1.4950E-00	1.6800E-00	1.8980E-00	2.1300E-00	2.2480E-00	2.0020E+00	2.0110E+00
1.96300E-00	1.9730E+00	2.1390E+00	2.0730E+00	1.9950E+00	1.6840E+00	1.5470E+00	1.6340E+00
1.40200E-00	1.4670E+00	1.5390E+00	1.7070E+00	1.6320E+00	1.6790E+00	1.5450E+00	1.5770E+00
2.0020E-00	1.7710E+00	1.9480E+00	2.1370E+00	2.3550E+00	2.3650E+00	2.0740E+00	1.6430E+00
1.62800E-00	1.7030E+00	1.5940E+00	1.5740E+00	1.9950E+00	1.3380E+00	1.4180E+00	1.5330E+00
1.54900E-00	1.3230E+00	1.2110E+00	1.2340E+00	1.1830E+00	1.0600E+00	1.1330E+00	1.0600E+00
1.44800E-00	1.4400E+00	1.3330E+00	1.5170E+00	1.4220E+00	1.3540E+00	9.8420E-01	1.2100E+00
4.4440E-01	9.6300E-01	1.1180E+00	1.2560E+00	1.1330E+00	1.0330E+00	9.7480E-01	1.2360E+00
1.45400E-00	1.5880E+00	1.3780E+00	1.0270E+00	8.6360E-01	7.4280E-01	7.4230E-01	8.9940E-01
5.8600E-01	7.8210E-01	7.0680E-01	5.7080E-01	7.0730E-01	8.0900E-01	8.2230E-01	6.3000E-01
9.1070E-01	8.7330E-01	6.5180E-01	5.9660E-01	6.3840E-01	6.4670E-01	3.8720E-01	2.3370E-01
-2.9420E-02	-9.6260E-02	8.7440E-02	1.4650E-01	3.1790E-01	2.5360E-01	1.1980E-01	-1.1160E-01
-3.3530E-01	-1.8290E-01	1.1350E-02	-1.8010E-01	-1.5280E-01	1.8310E-01	-1.3320E-01	-4.2930E-02
-1.0950E-01	-8.2040E-02	-3.2240E-02	2.7620E-01	2.9320E-01	3.8940E-01	3.6560E-01	2.8950E-01
3.2930E-01	2.1110E-01	1.6240E-01	-9.2490E-02	-1.1390E-01	-3.0130E-01	-2.0410E-01	-2.3090E-01
-2.8200E-01	3.2320E-01	-4.8550E-01	-3.3160E-01	-2.7430E-01	-1.9120E-01	-1.8050E-01	-1.7450E-01
-3.6030E-01	-1.7780E-01	-3.7340E-01	-4.5430E-01	-3.0630E-01	-4.2850E-01	-4.7700E-01	-5.1680E-01
-4.2310E-01	-2.4300E-01	-5.3260E-01	-5.0430E-01	-5.0650E-01	-2.3500E-01	-2.2940E-01	-5.6780E-01
-5.8430E-01	-7.2920E-01	-7.8740E-01	-9.5470E-01	-8.5720E-01	-1.0270E-00	-1.0080E+00	-8.4920E-01
-9.4100E-01	-1.0470E+00	-1.0540E+00	-7.6680E-01	-3.3720E-01	-1.8130E-01	-2.2520E-01	-1.0960E-01
3.3910E-02	-2.5060E-01	-5.9620E-01	-8.4620E-01	-6.5990E-01	-9.0760E-01	-5.8130E-01	-7.6710E-01
-6.7590E-01	-7.0300E-01	-5.1440E-01	-7.4770E-01	-7.9220E-01	-9.3370E-01	-7.8480E-01	-6.5900E-01
-6.2740E-01	-2.1250E-01	-2.4000E-01	-4.4210E-01	-4.1950E-01	-2.0180E-01	-3.0640E-01	-3.6350E-01
-4.3370E-01	-6.4260E-01	-5.6670E-01	-3.7440E-01	-4.0050E-01	-2.1940E-01	3.2400E-02	-2.3900E-02
-2.2960E-01	-2.6540E-01	-3.0860E-01	-3.2570E-01	-4.9750E-01	-4.7740E-01	-2.7760E-01	-6.1420E-01
-3.8860E-01	-5.8920E-01	-6.2010E-01	-7.5300E-01	-1.0540E+00	-9.3830E-01	-8.1160E-01	-7.3750E-01
-9.1190E-01	-9.5140E-01	-1.0240E+00	-9.7420E-01	-8.0880E-01	-9.0220E-01	-1.1560E+00	-1.5130E+00
-1.6430E+00	-1.8250E+00	-1.6880E+00	-1.4830E+00	-1.6650E+00	-1.9030E+00	-1.7510E+00	-1.8120E+00
-1.6880E+00	-1.5630E+00	-1.6110E+00	-1.6180E+00	-1.3150E+00	-1.1620E+00	-1.0810E+00	-1.0820E+00
-1.1140E+00	-9.3550E-01	-6.6660E-01	-5.8570E-01	-3.7410E-01	-1.9060E-01	-6.7230E-02	-3.9110E-01
-5.0150E-01	-7.4000E-01	-8.6030E-01	-8.3370E-01	-7.8720E-01	-5.7550E-01	-5.4730E-01	-9.1930E-01
-9.8980E-01	-7.6950E-01	-5.4240E-01	-8.3140E-01	-5.5340E-01	-7.2370E-01	-7.6210E-01	-9.3150E-01
-9.0700E-01	-7.4950E-01	-8.2670E-01	-8.0400E-01	-9.1120E-01	-7.3960E-01	-1.1470E+00	-7.3860E-01
-5.9400E-01	-7.5920E-01	-6.8060E-01	-4.0950E-01	-6.3050E-01	-5.2410E-01	-6.0220E-01	-4.5920E-01
-3.9870E-01	-2.0110E-01	-3.3800E-01	-8.0450E-01	-1.1640E-01	-9.5980E-01	-1.0480E+00	-1.1430E+00
-1.3460E+00	-2.1460E+00	-1.5740E+00	-1.4030E+00	-1.6600E+00	-1.9390E+00	-1.8910E+00	-1.9790E+00
-1.9440E+00	-2.1400E+00	-1.8570E+00	-1.6080E+00	-1.4280E+00	-1.3300E+00	-1.2920E+00	-1.2590E+00
-1.3890E+00	-1.5750E+00	-1.5450E+00	-1.3830E+00	-1.6500E+00	-1.0900E+00	-1.5950E+00	-1.6230E+00
-1.7050E+00	-1.8940E+00	-1.8000E+00	-1.8000E+00	-1.6040E+00	-1.5570E+00	-1.6520E+00	-1.5920E+00
-1.7520E+00	-1.6320E+00	-1.6390E+00	-1.7480E+00	-1.4070E+00	-1.0630E+00	-9.0560E-01	-5.8740E-01
-3.0510E-01	-3.2950E-01	-2.0140E-01	-3.6340E-02	5.8680E-02	2.1800E-01	1.7140E-01	3.1230E-01
1.9340E-01	4.7170E-01	4.9320E-01	7.0070E-01	1.0170E-01	1.1400E-01	1.4620E+00	1.7960E+00
1.6790E-01	1.6800E+00	1.5410E+00	1.1360E+00	9.7900E-01	7.1970E-01	8.4150E-01	9.9760E-01
9.0000E-01	8.0900E-01	8.0440E-01	7.6410E-01	4.3260E-01	7.0130E-01	6.1950E-01	6.0340E-01
2.1730E-01	3.6590E-01	5.8200E-01	5.8330E-01	5.1830E-01	5.8040E-01	4.0320E-01	3.5770E-01
5.8150E-01	3.6900E-01	2.2300E-01	-2.5130E-02	-2.2630E-01	-3.9950E-01	-2.8400E-01	-1.9850E-01
-4.4600E-01	-6.0660E-01	-5.0360E-01	-6.2390E-01	-3.8170E-01	-4.0570E-01	-3.2720E-01	-3.9730E-01
-1.3650E-01	-7.3040E-02	-1.4050E-01	-2.3880E-01	-3.1060E-01	-1.8430E-01	-1.0670E-01	-3.0440E-02
3.6200E-02	2.1860E-01	2.9680E-01	1.1410E-01	1.5980E-01	1.7460E-01	2.2640E-02	2.4530E-01
3.6820E-01	2.5430E-01	1.7490E-01	2.0310E-01	1.8510E-01	-1.2180E-01	-1.8330E-01	9.9270E-02
1.1330E-01	-1.5620E-02	3.4160E-01	1.6810E-01	2.0580E-01	4.2660E-01	4.2870E-01	3.1470E-01
4.8660E-01	6.6910E-01	7.4620E-01	7.1690E-01	7.8780E-01	4.2450E-01	4.6700E-01	4.1340E-01
3.2760E-01	2.0980E-01	1.0150E-01	-5.2760E-02	1.7390E-01	1.9910E-01	2.6730E-01	3.0910E-01
3.3530E-01	2.6430E-01	2.2390E-01	-1.2100E-01	5.5060E-02	1.1040E-01	3.2880E-01	5.1710E-01
4.1900E-01	4.4210E-01	2.7660E-01	3.8320E-01	5.9160E-01	7.5760E-01	8.3770E-01	8.7940E-01
1.0570E+00	7.0990E-01	8.1090E-01	9.8550E-01	1.1100E-01	8.7380E-01	1.0410E+00	8.2710E-01
4.7040E-01	3.9210E-01	6.6400E-01	9.5430E-01	1.1370E+00	1.2900E+00	1.2570E+00	1.1410E+00

1.14400E+00	1.05900E+00	8.93300E-01	1.06400E+00	1.05500E+00	1.03500E+00	1.34300E+00	1.23300E+00
1.34900E+00	1.00600E+00	9.03800E-01	7.80500E-01	5.29900E-01	3.13200E-01	1.56900E-01	2.13100E-01
1.56900E-01	1.58100E-01	1.42200E-01	4.19900E-02	-6.29300E-02	-3.15700E-02	-5.99200E-02	6.21700E-03
9.23300E-02	1.54600E-01	1.48600E-01	2.04500E-01	-8.43200E-02	4.60600E-02	2.35300E-01	1.16900E-01
3.29300E-03	2.19100E-01	-1.54100E-01	-8.43200E-02	4.60600E-02	-1.53200E-01	-1.13100E-02	-1.51900E-01
1.19800E-01	2.07900E-01	1.81100E-01	1.81100E-01	6.67600E-02	-1.53200E-01	-2.26300E-01	-1.61400E-01
-1.36200E-01	-3.31900E-01	-5.88500E-01	-4.55500E-01	4.45800E-02	2.04600E-01	5.56200E-02	-5.14500E-02
9.01800E-02	1.62500E-01	2.19000E-01	6.37300E-02	-2.86600E-02	1.63000E-01	7.08400E-02	-9.53800E-02
-R.14900E-02	-8.89900E-02	1.20200E-01	3.30000E-01	9.46000E-02	9.61400E-02	2.90800E-01	5.89600E-01
6.13400E-01	7.33100E-01	9.32800E-01	7.84500E-01	9.02100E-01	1.12700E+00	9.13600E-01	9.69200E-01
1.02700E+00	9.10800E-01	5.63100E-01	6.02100E-01	1.379800E-01	8.49000E-01	6.54100E-01	9.20100E-01
9.64800E-01	1.08100E+00	1.18800E+00	1.24300E+00	1.13100E+00	1.23800E+00	8.34600E-01	1.00600E+00
1.22800E+00	1.40200E+00	1.21200E+00	1.17800E+00	1.08800E+00	1.23800E+00	9.70100E-01	8.95600E-01
8.59900E-01	4.70000E-01	4.04400E-01	4.17600E-01	2.55900E-01	2.34100E-01	6.24100E-02	-2.11500E-02
1.47100E-01	1.94300E-01	9.72200E-02	2.83900E-01	2.69600E-01	2.38100E-01	1.93600E-01	5.03800E-01
6.04700E-01	8.94900E-01	1.08800E-01	1.24400E-01	1.11400E+00	9.89300E-01	1.14900E+00	1.07100E+00
1.23100E+00	1.26400E+00	1.53000E+00	1.31300E+00	1.66600E+00	1.86300E+00	1.98800E+00	2.12700E+00
2.02500E+00	2.21700E+00	2.36400E+00	2.18200E+00	2.13100E+00	2.08800E+00	1.99400E+00	1.83700E+00
1.61800E+00	1.53000E+00	1.34500E+00	1.14100E+00	1.08100E+00	1.05400E+00	8.58300E-01	8.29800E-01
7.50100E-01	1.13800E+00	1.2000E+00	1.18000E+00	1.01500E+00	9.04000E-01	6.08100E-01	5.34000E-01
9.15200E-01	9.29700E-01	9.99800E-01	9.18900E-01	7.13900E-01	8.12000E-01	8.39400E-01	9.44500E-01
8.58700E-01	1.12800E+00	1.26000E+00	1.08800E+00	9.57700E-01	1.19500E+00	1.36100E+00	1.31300E+00
9.26800E-01	7.42300E-01	8.07500E-01	5.00700E-01	7.42500E-01	5.99000E-01	8.91800E-01	1.19700E+00
1.51700E+00	1.07200E+00	9.14900E-01	7.28200E-01	6.95600E-01	8.55000E-01	8.30700E-01	6.80200E-01
5.36300E-01	4.70200E-01	3.70900E-01	3.03800E-01	3.89200E-01	2.21200E-01	2.09900E-01	4.81900E-02
-7.70400E-02	-1.12200E-01	-3.98800E-01	-5.52500E-01	-6.62400E-01	-6.18200E-01	-3.35400E-01	-3.61400E-01
-1.30300E-01	6.06500E-02	-7.95200E-02	-2.69900E-01	1.31700E-01	-5.09300E-02	-1.02700E-01	-4.12500E-01
-2.21000E-01	-5.42100E-01	-5.62900E-01	-7.46000E-01	-5.19300E-01	-4.10400E-01	-3.24200E-01	-1.08600E-01
-8.96900E-01	-2.31000E-01	-3.53800E-01	-5.04600E-01	-5.94100E-01	-8.54600E-01	-9.28600E-01	-8.4900E-01
-1.04600E+00	-R.71400E-01	-7.70800E-01	-1.04700E+00	-1.07600E+00	-1.17100E+00	-1.02500E+00	-8.65200E-01
-1.26200E+00	-1.09300E+00	-1.20400E+00	-1.04000E+00	-1.22200E+00	-1.26000E+00	-1.13700E+00	-1.24900E+00
-1.04100E+00	-9.57500E-01	-6.82100E-01	-7.55500E-01	-9.13300E-01	-1.17400E+00	-1.21900E+00	-1.28900E+00
-6.22200E-01	-1.27700E+00	-1.24500E+00	-1.18700E+00	-9.05900E-01	-9.13700E-01	-7.49200E-01	-7.80500E-01
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-9.7200E-01	-3.59500E-01	-2.41000E-01	-1.81100E-01	-4.84300E-01	-6.06000E-01	-5.23300E-01	-4.2700E-01
-R.55900E-01	-5.43900E-01	-8.09300E-01	-6.76600E-01	-5.81900E-01	-7.48800E-01	-9.90400E-01	-8.00700E-01
-1.05300E+00	-8.05900E-01	-7.96100E-01	-9.82700E-01	-1.07300E+00	-1.01600E+00	-7.43600E-01	-1.03200E+00
-1.30800E+00	-1.03500E+00	-8.31800E-01	-7.52500E-01	-1.15700E+00	-1.09500E+00	-1.21400E+00	-1.23200E+00
-1.1400E+00	-9.65300E-01	-9.39800E-01	-9.22500E-01	-1.18100E+00	-9.81400E-01	-9.72300E-01	-1.01300E+00
-1.06000E+00	-1.29100E+00	-1.50100E+00	-1.38200E+00	-1.24900E+00	-1.25900E+00	-1.25400E+00	-1.14700E+00
-R.80400E-01	-1.09800E+00	-8.92400E-01	-6.60300E-01	-4.71400E-01	-4.43900E-01	-6.38700E-01	-4.25100E-01
-1.39200E+00	-1.56600E+00	-7.23200E-01	-7.17000E-01	-7.81200E-01	-7.69100E-01	-8.74300E-01	-1.19000E+00
-1.81400E+00	-1.72300E+00	-1.42600E+00	-1.43300E+00	-1.49300E+00	-1.82800E+00	-2.04500E+00	-2.02600E+00
-6.16700E-01	-7.69600E-01	-6.33200E-01	-1.20600E+00	-1.52700E+00	-1.38200E+00	-1.34300E+00	-1.10400E+00
-2.25400E-01	-1.06700E-01	-7.5000E-01	-4.76300E-01	-5.4500E-01	-5.9600E-01	-7.14700E-01	-5.77500E-01
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-R.94100E-01	-2.43900E-01	-2.67500E-01	-5.33300E-01	-6.08600E-01	-6.71500E-01	-4.63500E-01	-5.15900E-01
-2.97700E-01	-1.27900E-01	-1.21700E-02	-8.18300E-01	-4.4000E-01	-7.22100E-01	-6.39300E-01	-2.81200E-01
-R.01700E-01	-5.13100E-01	-3.86200E-01	-5.25600E-01	-4.28000E-01	-3.22100E-01	-6.03500E-01	-7.4400E-01
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1.88200E-01	2.61000E-02	2.61000E-02	-5.98800E-02	7.93800E-02	9.65700E-02	-8.32800E-03	-5.5200E-02
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-7.26700E-01	-5.58900E-01	-7.61800E-01	-4.15900E-01	-3.28200E-01	-5.21900E-01	-6.86500E-01	-6.74400E-01
-5.54500E-01	-4.44000E-01	-4.25700E-01	-6.44300E-01	-7.71300E-01	-4.89900E-01	-3.23900E-01	-4.01800E-01

-1.96700E-01	-1.90200E-01	-1.45400E-01	-1.12800E-02	4.87500E-01	5.67700E-01	5.99000E-01	7.23400E-01
4.57400E-01	5.77500E-01	3.28600E-01	3.29200E-01	3.25900E-01	3.62000E-01	2.51700E-01	4.46300E-01
4.21700E-01	6.35800E-01	5.90500E-01	5.23900E-01	5.93900E-01	3.91700E-01	2.47600E-01	1.22200E-01
6.67200E-02	1.96300E-01	3.84900E-01	4.01600E-01	1.91800E-01	3.39500E-02	-3.69000E-02	8.66900E-02
4.04400E-02	4.14500E-02	2.21800E-01	5.02700E-01	3.37600E-01	3.09500E-01	5.07100E-01	4.90300E-01
5.06500E-01	5.07600E-01	4.74600E-01	3.68700E-01	3.20500E-01	3.06000E-01	2.39000E-01	2.68500E-01
3.11400E-01	1.54000E-01	-1.16300E-01	3.26900E-01	6.16800E-01	1.08700E-00	1.23600E-00	9.45300E-01
1.05000E-00	1.12900E-00	1.13700E-00	1.00900E-00	9.89000E-01	1.15500E-00	1.22900E-00	1.33000E-00
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2.03700E-00	2.04800E-00	1.89300E-00	1.76300E-00	1.92100E-00	2.32700E-00	2.43200E-00	2.23100E-00
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5.63400E-01	6.88700E-01	9.36600E-01	8.55500E-01	1.07800E-00	1.05600E-00	9.28600E-00	1.00600E-00
1.19900E-00	1.25100E-00	1.33400E-00	1.57300E-00	1.41500E-00	1.46400E-00	1.71800E-00	1.76500E-00
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7.70300E-01	7.61000E-01	9.41200E-01	1.11500E-00	1.18200E-00	1.22600E-00	1.06900E-00	1.49700E-00
1.74800E-00	2.01800E-00	2.18000E-00	2.27700E-00	2.40100E-00	2.31700E-00	2.31700E-00	2.13400E-00
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-1.95100E-00	-1.77900E-00	-1.79600E-00	-1.79800E-00	-1.64500E-00	-1.77500E-00	-1.63400E-00	-1.61300E-00
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1.06800E-00	1.31500E-00	1.40800E-00	1.14200E-00	9.69400E-01	1.31000E-00	1.46100E-00	1.31700E-00
1.2700E-00	1.14900E-00	1.08100E-00	9.03300E-01	7.11200E-01	3.63200E-01	3.75700E-01	3.35500E-01
1.04500E-01	6.68600E-01	9.06700E-01	9.66800E-01	1.29200E-00	1.32200E-00	1.13800E-00	9.0000E-01
1.06800E-00	8.88300E-01	9.66400E-01	7.43900E-01	7.37400E-01	8.23200E-01	5.93400E-01	7.96100E-01
6.86700E-01	5.09700E-01	1.83000E-01	-5.30400E-02	1.13000E-01	3.84300E-01	4.62200E-01	6.53000E-01

-1.7000E-01	3.2300E-02	8.9160E-02	-4.3330E-02	-9.4250E-02	-2.6770E-01	-3.1160E-01	-4.0580E-01
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-3.4550E-01	-2.3380E-01	-4.6300E-01	-3.3560E-01	-3.1730E-01	-2.8790E-01	-3.5520E-01	-4.2950E-01
-6.0110E-01	-5.5070E-01	-6.0590E-01	-6.9410E-01	-6.3470E-01	-3.0920E-01	-5.4160E-01	-4.8740E-01
-5.9440E-01	-5.5200E-01	-5.4640E-01	-4.1020E-01	-7.5970E-02	-2.0610E-01	-1.2580E-01	-1.7350E-01
-4.1530E-01	-4.9790E-01	-9.6960E-02	-2.0470E-01	-2.1710E-01	-3.2160E-01	-2.8720E-03	2.0960E-01
-4.1730E-01	-2.5400E-01	1.8300E-02	4.0300E-02	4.0360E-02	1.7750E-01	3.9690E-01	4.5220E-01
1.9970E-01	1.5290E-01	2.5140E-01	2.8430E-01	2.5660E-01	4.5240E-01	4.5530E-01	4.4530E-01
2.2520E-01	2.5720E-01	2.3720E-01	6.3460E-01	4.7070E-01	5.6720E-01	4.2540E-01	3.40740E-01
1.9050E-01	2.6340E-01	2.7110E-02	6.1690E-02	8.3790E-03	1.9550E-01	9.4050E-02	-1.3410E-01
2.7690E-01	4.6170E-02	7.9800E-02	-3.3300E-02	-2.3720E-01	-1.9000E-01	-1.2800E-01	-3.5490E-01
-8.4320E-02	-2.4740E-01	-3.1150E-01	-3.0800E-01	-2.3240E-01	-2.3190E-01	-1.3470E-01	-2.6190E-02
-3.0710E-01	-1.1340E-01	1.0030E-01	6.1210E-02	3.8220E-02	1.1740E-01	3.1990E-01	3.4300E-01
-1.1340E-01	4.2670E-01	1.9000E-01	-6.7760E-02	-1.4350E-01	4.12240E-01	1.0270E-01	8.8080E-02
3.8970E-01	2.6520E-01	3.8390E-01	5.9890E-01	3.9740E-01	4.1110E-01	8.2680E-01	1.0890E-01
3.9240E-01	8.8710E-01	1.0300E+00	1.0610E+00	1.0610E+00	9.11650E-01	7.9720E-01	5.2720E-01
8.8390E-01	7.6140E-01	7.6890E-01	4.9810E-01	4.3100E-01	2.5230E-01	2.8830E-01	4.0450E-01
5.1610E-01	4.9820E-01	6.5330E-01	6.8970E-01	8.7840E-01	1.0880E-01	1.0020E-01	1.0690E-01
1.1300E+00	1.1440E+00	1.1310E+00	1.2850E+00	2.1260E+00	1.2750E+00	1.2180E+00	1.4190E+00
1.3700E+00	1.3990E+00	1.7150E+00	2.0010E+00	2.1280E+00	1.9130E+00	1.8120E+00	1.6990E+00
1.8360E+00	1.6880E+00	1.8880E+00	2.0590E+00	1.9860E+00	1.8580E+00	2.0830E+00	1.9380E+00
2.1750E+00	1.9530E+00	1.7170E+00	1.7580E+00	1.5600E+00	1.6390E+00	1.7900E+00	1.7790E+00
1.8370E+00	1.8930E+00	2.1990E+00	2.1140E+00	2.1740E+00	1.8740E+00	1.7380E+00	1.6070E+00
1.6600E+00	1.6150E+00	1.7650E+00	1.5440E+00	1.5050E+00	1.7390E+00	1.9530E+00	1.9120E+00
1.7860E+00	1.6720E+00	1.8320E+00	1.7930E+00	1.5150E+00	1.5260E+00	1.7710E+00	1.9050E+00
1.6700E+00	1.7240E+00	1.2460E+00	1.2460E+00	1.0170E+00	9.3050E-01	7.6190E-01	8.0860E-01
1.0830E+00	1.0170E+00	8.3790E-01	6.5790E-01	8.8420E-01	8.6360E-01	1.2290E+00	1.6030E+00
1.4970E+00	1.3570E+00	1.4360E+00	1.3920E+00	1.2560E+00	1.1400E+00	9.8650E+00	1.0340E+00
9.6320E-01	1.0150E+00	1.0630E+00	1.3740E+00	1.2370E+00	1.1940E+00	9.2510E-01	9.5350E-01
9.3340E-01	7.3290E-01	7.9000E-01	6.0830E-01	6.3000E-01	7.3510E-01	3.6960E-01	4.0920E-01
3.8270E-01	2.6560E-01	1.5270E-01	-8.3400E-02	-8.3400E-02	-1.3110E-01	2.6580E-01	2.2160E-01
2.1100E-01	-3.5840E-02	-3.1580E-01	-4.8270E-01	-6.0590E-01	-7.1760E-01	-5.3550E-01	-3.4320E-01
-2.8410E-01	-2.8600E-01	-5.6920E-01	-7.5330E-01	-5.7450E-01	-6.6780E-01	-6.2260E-01	-5.0710E-01
-4.3990E-01	-4.3010E-01	-2.9380E-01	-8.4090E-02	2.8330E-02	7.0230E-02	3.3870E-02	1.0150E-01
1.4070E-02	-1.5000E-01	-5.7310E-01	-5.1300E-01	-3.9460E-01	-1.7650E-01	1.2370E-01	-2.6710E-02
-9.7790E-02	2.2040E-01	2.7960E-01	5.9950E-01	5.5200E-01	5.3400E-01	4.8850E-01	6.5770E-01
8.0330E-01	8.6340E-01	8.7530E-01	1.0990E+00	8.7600E-01	6.2950E-01	5.3090E-01	6.8780E-01
1.6260E-01	7.4810E-03	1.1520E-01	-2.7090E-01	-4.4370E-01	-6.2140E-01	-5.2090E-01	-4.5840E-01
-4.9530E-01	-3.7210E-01	-4.2630E-01	-3.5500E-01	-1.5340E-01	-2.1330E-01	-1.4220E-01	6.9170E-02
-2.5760E-02	1.0420E-01	-2.3880E-01	-2.0780E-01	-7.8150E-02	-1.9000E-01	-5.2140E-01	-4.5690E-01
-6.8470E-01	-1.2420E-01	-1.2420E-01	-1.1530E-02	-3.7540E-01	-4.9470E-01	-5.8410E-01	-7.2250E-01
-1.5600E+00	-1.0320E+00	-1.2350E+00	-1.3130E+00	-1.4310E+00	-1.6150E+00	-1.5200E+00	-1.6340E+00
-2.7490E+00	-2.8200E+00	-1.4410E+00	-1.6860E+00	-1.6570E+00	-1.8790E+00	-2.2280E+00	-2.5540E+00
-3.1200E+00	-3.0380E+00	-3.0030E+00	-3.1100E+00	-3.3120E+00	-3.1540E+00	-3.1250E+00	-3.2220E+00
-3.0140E+00	-2.7680E+00	-2.8290E+00	-2.8930E+00	-2.7650E+00	-2.7540E+00	-2.7720E+00	-2.8540E+00
-1.1500E+00	-9.6520E-01	-1.2700E+00	-2.1530E+00	-1.8330E+00	-1.6360E+00	-1.4540E+00	-1.3450E+00
-1.6780E+00	-1.5200E+00	-1.2700E+00	-2.0980E+00	-1.1440E+00	-1.1500E+00	-1.1350E+00	-1.4460E+00
-2.0080E+00	-2.0650E+00	-1.8570E+00	-2.0980E+00	-1.9540E+00	-1.9980E+00	-2.0270E+00	-2.4030E+00
-1.5270E+00	-1.4530E+00	-2.0060E+00	-1.8870E+00	-1.5430E+00	-1.7600E+00	-1.8150E+00	-1.6660E+00
-6.3800E-01	-7.2030E-01	-5.8210E-01	-1.2030E+00	-1.2770E+00	-1.2860E+00	-1.1490E+00	-7.4890E-01
-9.5950E-02	-3.0880E-01	-3.7250E-01	-5.1090E-01	-5.1890E-01	-5.2910E-01	-5.2260E-01	-5.1330E-01
-7.0500E-01	-6.0610E-01	-7.0700E-01	-5.2230E-01	-7.0900E-01	-6.8840E-01	-6.7100E-01	-6.7390E-01
1.1690E-02	3.1210E-01	3.5780E-01	-6.450E-01	-3.3410E-01	-2.9600E-01	-3.6460E-01	1.5040E-01
3.1020E-01	3.1920E-01	4.1770E-01	3.7630E-01	2.1630E-01	2.9890E-01	3.9930E-01	1.5040E-01
-2.9540E-01	3.5460E-01	2.6030E-01	2.2100E-01	2.3590E-02	-6.0900E-02	-1.5550E-01	-3.4610E-01
-5.8030E-01	-3.9390E-01	-3.9770E-01	-2.2570E-01	-6.1370E-01	-6.8800E-01	-8.5830E-01	-7.5560E-01
-8.8040E-01	-8.3650E-01	-6.9280E-01	-4.3840E-01	-5.1410E-01	-4.8730E-01	-5.4910E-01	-7.1130E-01
-5.8360E-01	-8.7490E-01	-1.1240E+00	-9.7760E-01	-1.0380E+00	-1.0770E+00	-7.3270E-01	-6.6390E-01
			-1.1540E+00	-1.0640E+00	-9.7590E-01	-6.2120E-01	-3.3080E-01

-4.73400E-01	-4.46600E-01	-2.64300E-01	-5.80800E-01	-6.84600E-01	-7.91100E-01	-1.08700E+00	-1.19000E+00
-7.28100E+00	-8.35600E-01	-7.80200E-01	-1.01400E+00	-1.08400E+00	-8.46800E-01	-9.70600E+00	-1.01200E+00
-7.98600E-01	-8.16400E-01	-9.49100E-01	-9.38500E-01	-1.24200E+00	-1.11600E+00	-1.24200E+00	-1.10400E+00
-1.30700E+00	-1.31000E+00	-1.40800E+00	-1.26800E+00	-1.17000E+00	-1.11400E+00	-1.56300E+00	-1.59000E+00
-1.73900E+00	-1.54300E+00	-1.54300E+00	-1.41500E+00	-1.30800E+00	-1.12800E+00	-1.02400E+00	-8.30800E-01
-8.17700E-01	-8.03300E-01	-8.19500E-01	-9.18000E-01	-6.65100E-01	-6.23400E-01	-7.44200E-01	-6.63600E-01
-4.60400E-01	-2.04500E-01	-1.32100E-01	-9.29000E-02	-2.28500E-01	-2.65800E-01	-2.42300E-01	-4.18700E-01
-3.88400E-01	-1.72600E-01	4.17500E-02	9.38400E-02	1.22500E-03	5.90800E-02	8.88000E-02	1.87600E-01
-8.47200E-03	5.56400E-02	1.12500E-02	1.01000E-02	4.12200E-02	-2.45000E-01	1.04400E-01	-7.04900E-03
-1.23600E+00	-2.66500E-03	1.21300E-01	4.45100E-01	3.69600E-01	2.18600E-01	5.42200E-01	8.82400E-01
1.01300E+00	1.18600E+00	1.38600E+00	1.31700E+00	1.56700E+00	1.60800E+00	1.44800E+00	1.54900E+00
1.46600E+00	1.54000E+00	1.57400E+00	1.51900E+00	1.58900E+00	1.62000E+00	1.40100E+00	1.55100E+00
1.17400E+00	8.18700E-01	6.89200E-01	8.87700E-01	8.48300E-01	8.82000E-01	1.16600E+00	1.20100E+00
7.04200E-01	5.65400E-01	4.73700E-01	4.87800E-01	5.65900E-01	4.16400E-01	3.81300E-01	2.24000E-01
2.79500E-01	4.19600E-01	4.63000E-01	4.67900E-01	3.17300E-01	4.89300E-01	5.68300E-01	3.78200E-01
2.07800E-01	2.59900E-01	4.21100E-01	2.97400E-01	4.36600E-01	4.51800E-01	6.00100E-01	6.91100E-01
9.81700E-01	9.84600E-01	1.14300E+00	1.11900E+00	1.10000E+00	9.76200E-01	1.30900E+00	1.19400E+00
1.41700E+00	1.36800E+00	1.43500E+00	1.42300E+00	1.52200E+00	1.63400E+00	1.48700E+00	1.48200E+00
1.59600E+00	1.82500E+00	1.80500E+00	1.80700E+00	2.66500E+00	1.71900E+00	1.83200E+00	1.92000E+00
2.02000E+00	2.19700E+00	2.23200E+00	2.49900E+00	2.68600E+00	2.49800E+00	2.64200E+00	2.30300E+00
2.06700E+00	2.13200E+00	2.12500E+00	2.05700E+00	2.12900E+00	1.77500E+00	1.67900E+00	1.50700E+00
1.32200E+00	1.40200E+00	1.61700E+00	1.92800E+00	1.64800E+00	1.31300E+00	1.18800E+00	1.41300E+00
1.07300E+00	1.54500E+00	1.65300E+00	1.66500E+00	1.48000E+00	1.35200E+00	1.33700E+00	1.14700E+00
1.24500E+00	1.02200E+00	1.08300E+00	1.03300E+00	1.32800E+00	1.22700E+00	1.02500E+00	9.58100E-01
1.09100E+00	9.67600E-01	9.24600E-01	6.96400E-01	6.47100E-01	5.31200E-01	6.22100E-01	8.01300E-01
1.00500E+00	8.54400E-01	1.20600E+00	1.45100E+00	1.52100E+00	1.28600E+00	1.46000E+00	1.45400E+00
1.59900E+00	1.55100E+00	1.41900E+00	1.25100E+00	1.13300E+00	1.30700E+00	1.35400E+00	1.47000E+00
1.53200E+00	1.52100E+00	1.40700E+00	1.57600E+00	1.19000E+00	1.23900E+00	1.18700E+00	1.03100E+00
1.02500E+00	9.83400E-01	1.11100E+00	1.42500E+00	1.16600E+00	1.22500E+00	1.26000E+00	1.24400E+00
1.13200E+00	1.13800E+00	1.09300E+00	1.08800E+00	1.30100E+00	1.24700E+00	9.90800E-01	9.85600E-01
8.05800E-01	1.00100E+00	1.12800E+00	1.20600E+00	1.30700E+00	1.51400E+00	1.59200E+00	1.48100E+00
1.31200E+00	9.75900E-01	8.88700E-01	7.73800E-01	8.51800E-01	1.00400E+00	1.08900E+00	1.12100E+00
1.18400E+00	1.30900E+00	1.44600E+00	1.53800E+00	1.70900E+00	1.57000E+00	1.28200E+00	1.44300E+00
1.56900E+00	1.45000E+00	1.25100E+00	1.33000E+00	1.10500E+00	8.88500E-01	7.83400E-01	9.16600E-01
8.96200E-01	1.09500E+00	1.3400E+00	1.47700E+00	1.50900E+00	1.55100E+00	1.26900E+00	1.24500E+00
1.33600E+00	1.07200E+00	6.22400E-01	3.36500E-01	2.75400E-01	5.47800E-01	3.53600E-01	2.07300E-01
1.66700E-01	1.72400E-01	1.69100E-01	-1.34900E-01	-2.15400E-02	1.67900E-01	-1.66300E-01	-1.11700E-01
-2.86100E-01	-4.93500E-01	-6.50600E-01	-6.82400E-01	-6.70600E-01	-6.54200E-01	-7.31200E-01	-8.06400E-01
-9.18400E-01	-9.81300E-01	-1.27600E+00	-1.21900E+00	-1.52800E+00	-1.44400E+00	-1.38900E+00	-1.34900E+00
-1.51500E+00	-1.60300E+00	-1.95300E+00	-1.91800E+00	-1.74300E+00	-2.10200E+00	-2.45200E+00	-2.52000E+00
-2.55100E+00	-2.46400E+00	-2.28400E+00	-2.24600E+00	-2.10800E+00	-2.06700E+00	-1.78000E+00	-1.61200E+00
-1.42600E+00	-1.44400E+00	-1.47500E+00	-1.66400E+00	-1.75400E+00	-1.75900E+00	-1.44400E+00	-1.10500E+00
-1.03500E+00	-1.13900E+00	-1.14100E+00	-1.11800E+00	-1.00400E+00	-1.16900E+00	-1.34800E+00	-1.50100E+00
-1.52100E+00	-1.52500E+00	-1.2200E+00	-1.11200E+00	-9.56900E-01	-9.16900E-01	-8.94200E-01	-9.57100E-01
-1.21900E+00	-9.54800E-01	-7.99500E-01	-5.34600E-01	-6.81400E-01	-5.10200E-01	-6.52100E-01	-6.80200E-01
-8.87900E-01	-7.40500E-01	-9.85500E-01	-7.81300E-01	-8.06400E-01	-1.07500E+00	-1.23200E+00	-1.34700E+00
-1.32700E-01	-1.43800E+00	-1.46100E+00	-1.55800E+00	-1.24700E+00	-1.18400E+00	-1.26500E+00	-1.43900E+00
-1.43300E+00	-1.56600E+00	-1.33400E+00	-1.32100E+00	-2.40700E+00	-1.32000E+00	-1.51900E+00	-2.0400E+00
-2.22200E+00	-2.32500E+00	-2.40800E+00	-2.36500E+00	-2.30700E+00	-2.11700E+00	-2.03300E+00	-2.38900E+00
-2.57300E+00	-2.15300E+00	-2.15900E+00	-2.17000E+00	-1.93900E+00	-2.03400E+00	-1.90700E+00	-2.03100E+00
-1.97200E+00	-1.81600E+00	-1.47700E+00	-1.62200E+00	-1.76700E+00	-1.81400E+00	-1.58300E+00	-1.64700E+00
-1.74300E+00	-1.76200E+00	-1.75800E+00	-1.65200E+00	-1.35500E+00	-1.37700E+00	-1.43300E+00	-1.40000E+00
-1.34800E+00	-1.19500E+00	-1.35300E+00	-1.45100E+00	-1.36000E+00	-1.51300E+00	-1.26000E+00	-1.42500E+00
-1.15600E+00	-1.18100E+00	-1.2700E+00	-1.19000E+00	-1.19800E+00	-1.24300E+00	-1.31300E+00	-1.36800E+00
-1.26500E+00	-1.18300E+00	-1.38300E+00	-1.54500E+00	-1.65300E+00	-1.48800E+00	-1.56200E+00	-1.32400E+00
-1.36900E+00	-1.38900E+00	-1.44900E+00	-1.09100E+00	-1.15400E+00	-1.29000E+00	-1.20800E+00	-1.04900E+00
-1.20400E+00	-1.30300E+00	-1.16700E+00	-7.13400E+00	-7.72700E-01	-5.16400E-01	-4.75500E-01	-6.72100E-01
-8.07600E-01	-8.83900E-01	-6.39200E-01	-7.16700E-01	-7.55300E-01	-6.14100E-01	-6.49000E-01	-7.72600E-01
-2.32600E-01	-2.23800E-01	-3.18100E-01	-1.85000E-01	2.06400E-02	-9.23700E-02	2.32100E-03	-8.73400E-02
-1.55900E-01	-1.00700E-01	-1.58500E-01	-2.30400E-01	-8.27500E-01	-8.02300E-01	-8.00500E-01	-9.18800E-01



-7.43700E-01	-5.11300E-01	-4.62200E-01	-5.23400E-01	-7.22100E-01	-4.69600E-01	-3.44800E-01	-4.59500E-02
-1.70400E-01	-2.87400E-01	-1.07700E-01	1.15300E-01	1.29500E-01	2.15900E-01	2.51500E-01	1.24400E-01
-1.20300E-01	-1.33500E-01	-2.55000E-02	6.85600E-02	2.35300E-02	8.34500E-02	1.62300E-01	2.28000E-01
-3.43000E-02	-9.32700E-03	4.88700E-01	1.04100E-01	6.23700E-02	1.27800E-01	1.35600E-01	4.11200E-01
5.59500E-01	6.79700E-01	4.88700E-01	3.26100E-01	2.31800E-01	2.05700E-01	1.91400E-01	2.16000E-01
2.04400E-01	4.23300E-01	2.94600E-01	-8.28800E-02	4.01800E-03	2.61500E-01	1.55400E-01	2.27000E-01
2.31600E-01	3.68700E-01	5.10200E-01	4.61900E-01	4.92300E-01	4.44800E-01	3.27500E-01	2.81600E-01
5.39100E-01	1.24200E-01	2.16400E-01	3.07300E-01	2.62400E-01	4.10300E-01	3.34600E-01	2.69100E-01
1.66400E-01	-3.98800E-02	1.64100E-02	-1.26600E-02	-1.06900E-01	-3.02800E-01	-4.27100E-01	-1.54600E-01
-2.32300E-01	-2.31900E-01	-3.20000E-01	-6.49900E-01	-5.33500E-01	-3.96800E-01	-4.51200E-01	-6.93800E-01
-4.96500E-01	-7.91100E-01	-7.92900E-01	-6.23600E-01	-3.67300E-01	-1.48900E-01	1.43300E-01	5.34400E-01
4.45600E-01	2.81900E-01	3.84100E-01	7.78800E-01	9.13100E-01	1.08800E+00	1.23600E+00	1.20600E+00
1.05800E+00	1.05700E+00	1.01100E+00	1.04600E+00	1.15400E+00	1.28100E+00	1.28100E+00	1.19200E+00
9.64000E-01	5.45000E-01	5.45000E-01	4.26800E-01	6.56500E-01	5.81900E-01	8.96000E-01	9.06800E-01
9.55600E-01	8.61300E-01	9.55900E-01	1.23300E+00	1.24500E+00	1.18600E+00	1.33700E+00	1.55700E+00
1.41900E+00	1.23400E+00	1.07400E+00	9.62500E+00	1.21100E+00	1.09800E+00	7.23200E+00	8.58100E+00
6.85600E-01	7.13400E-01	1.07600E+00	1.10300E+00	1.40400E+00	1.15000E+00	1.16100E+00	1.11100E+00
1.17900E+00	1.01300E+00	1.08100E+00	8.96500E-01	8.01000E-01	9.32700E-01	1.45800E+00	1.71600E+00
2.10100E+00	2.44100E+00	2.38700E+00	2.24000E+00	2.25900E+00	2.35100E+00	2.22300E+00	1.96200E+00
1.87800E+00	2.06200E+00	2.22500E+00	2.30000E+00	2.08800E+00	2.08200E+00	2.17500E+00	2.05900E+00
2.11300E+00	1.90100E+00	1.73000E+00	1.63700E+00	1.73300E+00	1.62500E+00	1.59700E+00	1.86800E+00
1.75600E+00	1.64200E+00	1.44100E+00	1.61400E+00	1.54700E+00	1.63200E+00	1.63500E+00	1.39900E+00
1.38000E+00	1.44500E+00	1.39200E+00	1.33600E+00	1.52000E+00	1.43400E+00	1.29300E+00	1.21600E+00
1.33800E+00	1.24600E+00	1.45500E+00	1.48500E+00	1.68900E+00	1.36800E+00	1.50700E+00	1.39100E+00
1.48600E+00	1.51200E+00	1.37100E+00	1.39200E+00	1.26600E+00	1.13900E+00	1.53500E+00	1.68400E+00
1.72500E+00	1.77500E+00	1.47400E+00	1.75500E+00	2.01000E+00	2.02000E+00	1.99600E+00	2.16300E+00
2.24900E+00	2.21500E+00	2.02700E+00	1.64000E+00	1.37200E+00	1.15000E+00	8.21500E-01	5.94100E-01
4.88900E-01	3.52700E-01	4.59200E-01	7.29200E-01	7.85700E-01	9.26100E-01	6.70300E-01	8.05700E-01
9.37000E-01	1.07400E+00	8.92500E-01	8.95000E-01	9.94700E-01	8.15600E-01	4.99000E-01	4.15800E-01
4.57000E-01	2.81800E-01	1.09500E-01	2.48500E-01	1.41200E-01	1.74000E-01	1.55200E-01	1.29100E-01
1.10400E-01	1.44100E-02	-1.20900E-01	-8.6400E-01	-4.08300E-01	-3.11600E-01	-2.06500E-01	-1.43200E-01
-4.46700E-01	-4.94100E-01	-4.97100E-01	-3.80200E-01	-6.42100E-01	-5.62100E-01	-4.10300E-01	-4.38900E-01
-1.95700E-01	2.114800E-01	2.27800E-01	2.98700E-01	2.53300E-01	3.82900E-01	4.57400E-01	5.09300E-01
6.78200E-01	4.96600E-01	7.86000E-01	9.77400E-01	8.05800E-01	7.85400E-01	8.45900E-01	9.27500E-01
1.17900E+00	1.25800E+00	1.29100E+00	1.30000E+00	1.15800E+00	1.11400E+00	9.35300E-01	7.01700E-01
7.72000E-01	7.74700E-01	4.02400E-01	1.59400E-01	4.20300E-01	5.45700E-01	5.22500E-01	5.6100E-01
1.76600E-01	3.29700E-01	2.18700E-01	2.49500E-01	1.81600E-01	3.84900E-01	3.67500E-01	6.28100E-01
7.81800E-01	7.34500E-01	4.66000E-01	2.48600E-01	5.09200E-02	1.44100E-01	1.23000E-01	3.24800E-01
2.57300E-01	1.13900E-02	-2.74600E-01	-4.64400E-01	-3.44800E-01	-2.20300E-01	-2.36600E-01	-2.66900E-01
-3.53500E-01	-6.10500E-01	-7.85800E-01	-8.69600E-01	-9.26200E-01	-7.79700E-01	-7.85000E-01	-1.09200E+00
-9.74400E-01	-9.99600E-01	-1.06500E+00	-1.39100E+00	-1.37000E+00	-1.03700E+00	-1.08100E+00	-1.11900E+00
-1.04200E+00	-1.21100E+00	-1.17400E+00	-1.45000E+00	-1.34000E+00	-1.50200E+00	-1.55600E+00	-1.5700E+00
-1.45200E+00	-1.51200E+00	-1.72300E+00	-1.94500E+00	-1.91400E+00	-2.04700E+00	-2.51500E+00	-2.5700E+00
-2.78100E+00	-2.76500E+00	-2.62600E+00	-2.75400E+00	-3.16200E+00	-3.49500E+00	-3.38800E+00	-3.50500E+00
-3.33700E+00	-3.36800E+00	-3.26300E+00	-3.24500E+00	-3.25900E+00	-3.18300E+00	-2.90400E+00	-2.90900E+00
-2.70400E+00	-2.77800E+00	-2.84100E+00	-2.73000E+00	-2.58400E+00	-2.78700E+00	-2.65800E+00	-2.3800E+00
-2.53800E+00	-2.46600E+00	-2.38700E+00	-2.27700E+00	-2.17900E+00	-2.04900E+00	-2.09800E+00	-2.14400E+00
-2.24400E+00	-2.11700E+00	-1.98500E+00	-1.95100E+00	-1.97500E+00	-2.06300E+00	-2.16300E+00	-2.17900E+00
-2.15400E+00	-2.22000E+00	-2.03800E+00	-2.31400E+00	-2.05100E+00	-1.92000E+00	-1.96900E+00	-2.03600E+00
-2.03200E+00	-1.68600E+00	-1.53500E+00	-1.74300E+00	-1.87700E+00	-1.83700E+00	-1.63500E+00	-1.6900E+00
-1.75200E+00	-1.83300E+00	-1.70600E+00	-1.78800E+00	-1.29100E+00	-1.25100E+00	-9.03400E-01	-8.66100E-01
-6.9200E-01	-8.14000E-01	-8.34400E-01	-7.65500E-01	-7.63800E-01	-6.95800E-01	-8.09800E-01	-8.86200E-01
-7.35200E-01	-5.119500E-01	-4.40100E-01	-5.53000E-01	-7.39200E-01	-6.62400E-01	-8.25400E-01	-8.3700E-01
-1.19300E+00	-1.11300E+00	-9.17400E-01	-8.91300E-01	-9.63300E-01	-6.76100E-01	-6.14600E-01	-7.37400E-01
-6.48800E-01	-4.30300E-01	-3.68400E-01	-4.55200E-01	-5.75900E-01	-5.13600E-01	-2.32400E-01	-2.79300E-01
-1.05400E-01	-2.18800E-01	-4.31600E-01	-3.05900E-01	-2.97900E-01	-4.38800E-01	-4.12300E-01	-2.33600E-01
-4.83500E-01	-1.82900E-01	8.78800E-03	2.15800E-01	4.40100E-01	5.0900E-01	5.41300E-01	3.35100E-01
3.46200E-01	4.55100E-01	3.57800E-01	4.27000E-01	5.72700E-01	4.50400E-01	6.0400E-01	8.4200E-01
7.08100E-01	4.94500E-01	9.75200E-02	6.43200E-02	-2.72700E-02	-1.97900E-01	-2.58300E-01	-2.33100E-01
4.56300E-02	2.16300E-01	2.87700E-01	5.55500E-01	5.33400E-01	5.33600E-01	4.10700E-01	4.49300E-01
4.96500E-01	5.69500E-01	8.45400E-01	8.48200E-01	7.60200E-01	5.84900E-01	5.28900E-01	6.14400E-01

8.54100E-01	1.09200E+00	1.33600E+00	1.13100E+00	1.02700E+00	1.19200E+00	1.11400E+00
8.77700E-01	9.75600E-01	9.67900E-01	8.61200E-01	1.09000E+00	1.01800E+00	1.16900E+00
9.33900E-01	9.30400E-01	4.31700E-01	-6.53000E-02	-1.76900E-01	-2.54300E-01	-5.46100E-02
-3.38700E-02	-1.75900E-01	-1.04100E-01	-3.36800E-01	-2.64300E-01	-1.60600E-01	8.82300E-02
4.02500E-01	3.07700E-01	-2.75000E-02	-2.07800E-01	-3.64300E-01	3.64300E-01	3.35600E-01
3.30100E-01	5.04400E-01	1.02700E+00	8.18700E-01	8.97300E-01	9.00400E-01	7.75800E-01
9.17300E-01	8.29600E-01	7.80400E-01	6.27900E-01	3.14800E-01	1.83800E-01	3.72500E-01
2.46300E-01	1.85700E-01	4.36800E-01	4.21600E-01	3.50000E-01	3.89700E-01	5.32300E-01
7.34500E-01	1.04500E+00	1.12200E+00	1.17200E+00	1.19700E+00	1.30700E+00	1.42100E+00
1.60500E-01	1.56500E+00	1.52300E+00	1.67900E+00	1.97400E+00	1.78100E+00	1.69500E+00
1.65200E+00	1.79500E+00	2.00700E+00	2.08100E+00	1.98800E+00	1.96400E+00	1.91700E+00
2.27000E+00	2.37100E+00	2.59900E+00	2.96100E+00	2.96600E+00	2.79900E+00	2.66600E+00
2.46100E+00	2.23700E+00	2.03200E+00	1.87700E+00	1.99900E+00	1.79800E+00	1.93700E+00
1.95600E+00	1.69400E+00	1.86100E+00	1.53400E+00	1.54600E+00	1.53600E+00	1.63100E+00
1.60100E+00	1.30300E+00	1.09000E+00	1.16400E+00	9.97400E-01	1.10100E+00	9.16900E-01
7.51000E-01	5.37400E-01	4.78000E-01	6.53100E-01	4.11900E-01	4.01200E-01	2.32700E-01
4.67700E-01	4.06100E-01	5.58400E-01	6.53600E-01	5.30800E-01	5.71900E-01	8.72700E-01
9.32700E-01	8.10700E-01	7.75600E-01	8.50100E-01	7.36400E-01	8.28800E-01	6.72300E-01
7.97800E-01	8.02600E-01	4.98500E-01	5.85800E-01	6.87100E-01	6.08600E-01	8.16900E-01
7.03800E-01	8.33300E-01	1.20500E-01	9.58500E-01	6.86600E-01	4.54500E-01	6.26400E-01
6.03700E-01	3.43200E-01	6.01400E-02	1.49300E-01	8.59000E-02	5.24500E-02	2.52800E-02
2.87100E-02	-1.14400E-02	-4.16500E-01	-2.51100E-01	-4.33100E-01	-4.25500E-01	-5.61200E-01
-9.98600E-01	-1.08400E+00	-1.35000E+00	-1.15200E+00	-1.00500E+00	-1.12300E+00	-1.17800E+00
-1.20300E+00	-8.74300E-01	-7.84900E-01	-8.38600E-01	-6.21300E-01	-5.11300E-01	-7.06100E-01
-5.48000E-01	-6.67200E-01	-6.75600E-01	-7.08200E-01	-6.97700E-01	-8.37200E-01	-9.48400E-01
-8.79400E-01	-6.85900E-01	-5.13300E-01	-1.98800E-01	-3.59000E-01	-6.55600E-01	-8.36600E-01
-7.73800E-01	-7.64600E-01	-9.98200E-01	-8.99700E-01	-1.20100E+00	-1.23600E+00	-1.20300E+00
-1.35000E+00	-1.22400E+00	-1.02200E+00	-1.09900E+00	-1.22300E+00	-1.35000E+00	-1.32500E+00
-9.79000E-01	-6.46000E-01	-1.00900E+00	-9.75600E-01	-1.17400E+00	-1.47400E+00	-1.37000E+00
-1.63600E+00	-1.63100E+00	-1.47100E+00	-1.28800E+00	-9.35700E-01	-8.35200E-01	-7.33300E-01
-7.67200E-01	-5.15700E-01	-5.99700E-01	-6.27000E-01	-6.87700E-01	-5.55600E-01	-7.47100E-01
-4.39200E-01	-2.89000E-01	-7.42800E-01	-1.05900E+00	-1.29600E+00	-1.48500E+00	-1.39200E+00
-1.30600E+00	-9.92400E-01	-7.07100E-01	-6.40700E-01	-7.60000E-01	-9.33400E-01	-9.31700E-01
-8.12000E-01	-8.95400E-01	-7.27900E-01	-2.39000E-01	-5.34900E-01	-6.19200E-01	-4.44400E-01
-4.02500E-01	-3.61100E-01	-4.96300E-01	-2.31100E-01	-5.29100E-03	-2.03300E-01	-2.03300E-01
-2.63400E-01	-1.27200E-01	1.12300E-01	2.00200E-01	5.18200E-01	8.63000E-01	8.35100E-01
7.23300E-01	9.18900E-01	1.24500E+00	1.49800E+00	1.51500E+00	1.63100E+00	1.59700E+00
1.63400E+00	1.74400E+00	1.67300E+00	1.37300E+00	1.50700E+00	1.66300E+00	1.49700E+00
1.51400E+00	1.49400E+00	1.21500E+00	1.37800E+00	1.32500E+00	1.12500E+00	1.05400E+00
9.69100E-01	5.80600E-01	6.7300E-01	4.05100E-01	6.28300E-01	6.86700E-01	6.21700E-01
6.11000E-01	7.16400E-01	5.38700E-01	2.36600E-01	1.95600E-01	1.82900E-02	-1.18400E-01
-5.98700E-02	-1.10600E-01	-4.06600E-01	-3.03100E-01	-3.73200E-01	-1.34300E-01	-2.99900E-01
-4.51400E-01	-6.07200E-01	-6.10100E-01	-9.28200E-01	-1.14800E+00	-1.35700E+00	-1.59800E+00
-1.42200E+00	-1.35300E+00	-1.01200E+00	-1.38700E+00	-1.46800E+00	-1.44600E+00	-1.5500E+00
-1.62700E+00	-1.69200E+00	-1.72900E+00	-2.04700E+00	-1.87600E+00	-2.12500E+00	-2.19100E+00
-2.22000E+00	-2.19100E+00	-2.15700E+00	-2.49300E+00	-2.55900E+00	-2.51900E+00	-2.59600E+00
-2.28600E+00	-2.37100E+00	-2.12300E+00	-1.81200E+00	-1.44400E+00	-1.47200E+00	-1.09000E+00
-1.09000E+00	-9.73600E-01	-1.02800E+00	-1.12100E+00	-1.33000E+00	-1.36700E+00	-1.39300E+00
-1.290100E+00	-1.35400E+00	-1.31200E+00	-1.17700E+00	-1.27800E+00	-9.45200E-01	-1.09100E+00
-1.36200E+00	-1.64700E+00	-1.32700E+00	-1.21300E+00	-9.9200E-01	-6.63100E-01	-6.67200E-01
-6.97400E-01	-8.95100E-01	-7.71700E-01	-2.76800E-01	3.95300E-01	6.9900E-01	-7.39500E-01
-6.51500E-01	-6.19000E-01	-7.29600E-01	-6.76900E-01	-8.27800E-01	-7.50100E-01	-8.34400E-01
-1.08200E+00	-1.01400E+00	-7.10400E-01	-8.03200E-01	-9.23400E-01	-9.07500E-01	-1.02100E+00
-1.01200E+00	-9.26300E-01	-6.10700E-01	-5.21100E-01	-1.58400E-01	-2.13500E-01	-8.21800E-02
-2.46100E-01	5.16000E-02	4.03900E-01	6.33000E-01	7.46900E-01	6.87100E-01	7.61600E-01
5.35200E-01	4.78900E-01	4.67200E-01	8.19900E-01	8.77600E-01	8.87200E-01	6.92400E-01
7.46300E-01	9.79700E-01	1.18600E+00	1.11600E+00	1.08200E+00	1.10600E+00	1.20000E+00
1.22500E+00	1.27200E+00	1.33300E+00	1.45400E+00	1.59600E+00	1.78300E+00	1.92000E+00
1.98800E+00	2.07300E+00	2.12100E+00	2.02100E+00	1.67800E+00	1.95600E+00	1.89000E+00
1.84200E+00	1.74600E+00	1.76900E+00	1.99500E+00	2.02600E+00	1.71800E+00	1.56500E+00
1.51100E+00	1.62100E+00	1.48300E+00	1.65800E+00	1.47100E+00	1.34100E+00	1.34100E+00

1.54100E+00	1.49100E+00	1.37100E+00	1.60000E+00	1.74100E+00	1.80800E+00	1.91300E+00	1.93900E+00
1.43000E+00	1.63800E+00	1.53400E+00	1.70500E+00	1.80500E+00	1.61000E+00	1.39000E+00	1.27000E+00
1.18500E+00	1.02000E+00	6.88400E-01	8.72800E-01	9.63300E-01	8.54200E-01	1.13300E+00	1.54600E+00
1.55400E+00	1.52000E+00	1.18200E+00	1.07500E+00	9.99100E-01	1.02500E+00	8.72100E-01	1.00400E+00
1.20500E+00	1.26500E+00	1.26000E+00	1.05700E+00	7.91700E-01	7.90000E-01	8.64600E-01	8.00100E-01
5.01200E-01	5.43000E-01	8.19000E-01	9.25600E-01	8.97900E-01	1.08700E+00	1.09900E+00	1.19000E+00
1.14600E+00	1.01600E+00	9.24700E-01	9.71400E-01	1.07900E+00	9.48200E+00	1.14200E+00	9.38900E-01
9.73900E-01	8.91400E-01	7.15200E-01	6.34000E-01	2.77600E-01	4.11300E-02	3.57400E-02	1.25200E-01
1.69100E-01	9.76500E-02	2.61400E-01	3.63900E-01	6.70100E-01	4.97300E-01	3.89600E-01	1.44500E-01
-2.04700E-02	-2.04700E-02	5.17400E-02	2.18700E-01	6.25500E-02	-3.08800E-01	3.83300E-01	-5.87500E-01
-3.69000E-01	-3.69000E-01	-3.22900E-01	-5.05200E-02	-3.08100E-01	-2.82900E-01	-2.66500E-01	-2.27200E-01
-6.07000E-02	-6.07000E-02	5.92100E-02	-2.44600E-02	-2.48900E-02	2.15100E-01	1.08300E-01	1.22100E-01
1.53900E-01	5.39900E-02	-9.40200E-02	-6.49100E-02	7.17000E-02	-9.30300E-02	-8.32300E-03	-1.18500E-01
-4.28500E-01	-4.28500E-01	-5.08300E-01	-9.91700E-01	-8.90400E-01	-9.05700E-01	-9.45800E-01	-1.13300E+00
-1.16100E+00	-1.16100E+00	-1.32000E+00	-1.15700E+00	-1.00900E+00	-9.06300E-01	-9.38300E-01	-1.05600E+00
-8.47600E-01	-1.05300E+00	-9.35100E-01	-1.20500E+00	-9.30300E-01	-8.25900E-01	-8.42300E-01	-7.89100E-01
-6.81700E-01	-6.81700E-01	-7.75500E-01	-6.12200E-01	-5.01300E-01	-4.86700E-01	-5.19900E-01	-5.38800E-01
-6.04700E-01	-6.04700E-01	-8.14300E-01	-9.42200E-01	-8.80800E-01	-6.94300E-01	-5.07600E-01	-5.43900E-01
-1.03800E+00	-1.03800E+00	-8.05100E-01	-7.27500E-01	-4.75500E-01	-2.05700E-01	-2.00200E-01	-5.02900E-02
-2.39700E-01	-2.39700E-01	2.05000E-01	3.00300E-01	2.64900E-01	4.81800E-02	1.95500E-02	3.73400E-02
1.53900E-01	1.53900E-01	-7.48900E-02	9.46700E-02	3.74900E-01	7.65800E-01	6.59400E-01	7.48200E-01
8.34300E-01	8.34300E-01	6.28700E-01	7.72000E-01	8.22700E-01	7.21400E-01	7.20600E-01	5.81800E-01
3.21600E-01	3.21600E-01	9.04000E-02	1.00300E-01	9.21000E-03	-6.73800E-02	-1.03700E-01	-1.45700E-02
1.46400E-01	1.46400E-01	2.76800E-01	8.56400E-02	2.75300E-01	5.62200E-01	7.50200E-01	7.77700E-01
7.12800E-01	7.12800E-01	6.03700E-01	4.62600E-01	4.59100E-01	1.94100E-01	1.46400E-02	7.45900E-02
-1.96500E-01	-1.96500E-01	8.63200E-02	4.81800E-02	2.24000E-01	4.44100E-01	3.82300E-01	2.30200E-01
-1.51300E-01	-1.51300E-01	-1.72500E-02	-8.77200E-02	-1.42000E-01	-1.01900E-01	-8.75600E-02	4.38200E-02
5.86100E-01	5.86100E-01	6.75400E-01	8.47600E-01	8.47000E-01	1.12000E+00	1.09300E+00	1.06200E+00
9.16300E-01	9.16300E-01	6.95200E-01	3.98800E-01	5.51600E-01	6.31800E-01	6.07400E-01	6.78200E-01
5.54400E-01	5.54400E-01	3.60000E-01	3.98800E-01	1.05100E-01	2.51500E-01	7.09400E-02	-3.32700E-02
1.77900E-01	1.77900E-01	1.56900E-01	-1.10600E-01	-2.48000E-01	-3.42900E-01	-3.79600E-01	-2.17000E-01
-4.03000E-01	-4.03000E-01	-7.03800E-01	-8.57700E-01	-1.11500E+00	-1.17100E+00	-1.07300E+00	-9.61400E-01
-8.44000E-01	-8.44000E-01	-7.56200E-01	-7.77200E-01	-4.18200E-01	-5.18000E-01	-4.10300E-01	-4.27300E-01
-4.13400E-01	-4.13400E-01	-5.18300E-01	-4.75200E-01	-1.45200E-01	-1.61300E-01	-5.84300E-01	-9.38000E-01
-8.54600E-01	-8.54600E-01	-1.06900E+00	-1.15100E+00	-1.07100E+00	-1.31100E+00	-1.27000E+00	-1.50900E+00
-1.69300E+00	-1.69300E+00	-1.53700E+00	-1.63300E+00	-1.67600E+00	-1.53000E+00	-1.49700E+00	-1.53800E+00
-1.59800E+00	-1.59800E+00	-1.08700E+00	-1.55400E+00	-1.72700E+00	-1.80500E+00	-1.73600E+00	-1.80200E+00
-1.39200E+00	-1.39200E+00	-1.40100E+00	-1.48500E+00	-1.56600E+00	-1.42000E+00	-1.38900E+00	-1.25300E+00
-1.72600E+00	-1.72600E+00	-1.71300E+00	-1.51200E+00	-1.44900E+00	-1.72600E+00	-2.09100E+00	-2.01000E+00
-2.58000E+00	-2.58000E+00	-2.42500E+00	-2.39000E+00	-2.49300E+00	-2.39300E+00	-1.94200E+00	-2.01600E+00
-2.05500E+00	-2.05500E+00	-2.09100E+00	-2.44000E+00	-2.68600E+00	-2.73800E+00	-2.41500E+00	-2.29900E+00
-2.12700E+00	-2.12700E+00	-2.03300E+00	-2.18300E+00	-2.28700E+00	-2.30800E+00	-2.05800E+00	-2.26300E+00
-2.10000E+00	-2.10000E+00	-2.14200E+00	-1.98800E+00	-2.06400E+00	-1.83700E+00	-1.61500E+00	-1.55800E+00
-1.34600E+00	-1.34600E+00	-1.50200E+00	-1.55500E+00	-1.28600E+00	-1.15500E+00	-7.38800E-01	-7.79100E-01
-6.24200E-01	-6.24200E-01	-7.0990E-01	-6.20500E-01	-7.77600E-01	-7.61000E-01	-7.19100E-01	-4.74400E-01
-5.93100E-01	-5.93100E-01	-3.83100E-01	-5.00600E-01	-3.42700E-01	-1.80400E-01	-1.87800E-01	-1.74400E-01
-5.55200E-02	-5.55200E-02	-1.07400E-01	-1.21500E-01	4.71600E-02	5.93700E-02	1.93900E-01	1.65700E-01
4.39300E-01	5.68400E-01	4.70100E-01	4.21900E-01	2.86300E-01	2.58400E-01	4.68200E-01	4.66600E-01
4.49900E-01	5.72200E-01	6.19200E-01	4.75900E-01	4.15700E-01	7.97000E-01	1.02200E+00	1.35900E+00
1.08000E+00	9.79500E-01	1.19100E+00	1.38800E+00	1.29800E+00	1.25600E+00	1.30200E+00	1.13000E+00
1.37700E+00	1.06400E+00	1.04900E+00	7.54100E-01	9.79600E-01	9.15600E-01	7.68300E-01	9.36800E-01
1.18100E+00	1.06400E+00	1.22100E+00	1.53600E+00	1.49200E+00	1.59400E+00	1.63300E+00	1.70900E+00
1.75000E+00	1.45900E+00	1.54700E+00	1.59500E+00	1.66600E+00	1.64300E+00	1.51000E+00	1.62900E+00
1.52500E+00	1.34300E+00	1.37300E+00	1.62400E+00	1.64500E+00	1.46700E+00	1.34700E+00	1.18700E+00
9.74200E-01	1.41400E+00	1.16900E+00	1.34300E+00	1.09100E+00	9.84200E-01	1.19200E+00	1.46300E+00
1.35400E+00	1.38000E+00	1.23500E+00	1.27900E+00	1.25100E+00	1.57700E+00	1.37000E+00	1.55800E+00
1.68800E+00	1.7300E+00	1.3300E+00	1.53500E+00	1.26900E+00	1.26300E+00	1.45600E+00	1.57100E+00
1.64700E+00	1.53600E+00	1.47100E+00	1.47100E+00	1.29800E+00	1.30600E+00	1.22300E+00	1.21500E+00
8.33500E-01	9.38300E-01	8.82100E-01	7.04200E-01	8.50600E-01	8.56500E-01	7.67300E-01	8.24900E-01
9.13000E-01	1.11600E-01	1.11600E-01	1.24700E-01	1.26900E+00	1.22300E+00	8.87100E-01	9.24600E-01
1.06200E+00	1.11300E+00	1.11300E+00	9.85900E-01	1.20400E+00	1.24300E+00	1.40100E+00	1.61700E+00

1.43800E+00	1.30200E+00	1.31200E+00	1.46700E+00	1.42700E+00	1.48100E+00	1.65500E+00	1.50500E+00
1.24400E+00	1.20100E+00	1.19300E+00	1.39900E+00	1.27400E+00	1.43600E+00	1.29000E+00	1.25300E+00
1.25500E+00	8.02700E-01	5.27800E-01	5.16900E-01	5.16300E-01	4.18300E-01	1.08300E-01	1.28900E-01
1.22400E+00	3.63800E-01	3.40700E-02	-8.00500E-03	5.21900E-02	1.10500E-01	-2.66700E-02	1.65200E-02
1.51100E-01	5.13700E-01	5.98800E-01	4.44300E-01	6.56000E-01	5.25000E-01	4.43200E-01	6.63100E-01
7.07500E-01	6.62400E-01	5.40200E-01	7.97300E-01	8.23800E-01	7.61000E-01	7.99200E-01	8.76000E-01
1.21600E+00	1.33000E+00	1.33300E+00	1.09400E+00	1.04500E+00	7.05100E-01	9.98100E-01	9.69300E-01
1.23300E+00	1.07900E+00	9.77200E-01	9.24900E-01	1.25200E+00	1.30900E+00	1.62900E+00	1.94700E+00
2.119800E+00	2.22100E+00	2.07300E+00	2.15100E+00	2.09000E+00	1.79300E+00	1.75500E+00	1.70100E+00
1.78400E+00	1.94600E+00	2.05100E+00	1.91300E+00	1.70300E+00	1.66600E+00	1.39200E+00	1.44500E+00
1.28100E+00	1.32900E+00	1.63500E+00	1.51800E+00	1.44700E+00	1.25000E+00	1.41800E+00	1.33300E+00
1.52200E+00	1.48300E+00	1.27100E+00	8.79800E-01	7.78000E-01	6.98000E-01	2.99800E-01	1.15200E-01
-6.55400E-01	-6.75300E-01	-6.33300E-01	-6.09500E-01	-7.87700E-01	-6.24300E-01	-4.28500E-01	-2.05800E-01
-1.14880E-01	-4.99900E-01	-8.17100E-01	-6.45600E-01	-8.59900E-01	-1.10800E+00	-9.40100E-01	-9.93600E-01
-6.76800E-01	-6.52800E-01	-7.39900E-01	-1.00500E-01	-1.32800E+00	-1.58900E+00	-1.45200E+00	-1.41600E+00
-1.128500E+00	-1.128500E+00	-9.93900E-01	-7.88800E-01	-5.77300E-01	-5.46500E-01	-5.16000E-01	-4.43700E-01
-3.41200E-01	-5.18900E-01	-6.06400E-01	-5.64000E-01	-5.04000E-01	-1.74300E-01	-1.05100E-02	-2.08600E-01
-2.97100E-02	3.42400E-02	-9.2700E-02	-2.11900E-01	-1.46500E-01	4.07500E-02	1.1300E-01	-2.08700E-01
-6.44400E-02	-2.2000E-01	-2.5280E-01	-8.20100E-01	-6.60300E-01	-8.12200E-01	-9.55700E-01	-1.30500E+00
-1.54100E+00	-1.29500E+00	-1.11100E+00	-6.57000E-01	-7.30600E-01	-7.20200E-01	-7.65700E-01	-8.55300E-01
-7.64500E-01	-6.91300E-01	-9.8000E-01	-1.26600E+00	-1.25200E+00	-1.28100E+00	-1.38500E+00	-1.4400E+00
-1.75700E+00	-1.40400E+00	-1.60500E+00	-1.63200E+00	-1.68200E+00	-1.44000E+00	-1.43000E+00	-1.27100E+00
-1.15000E+00	-1.07300E+00	-8.61800E-01	-7.09700E-01	-5.84000E-01	-4.82500E-01	-6.65700E-01	-8.92100E-01
-4.03500E-01	-7.15600E-01	-7.71300E-01	-7.69700E-01	-1.07200E+00	-1.04100E+00	-9.65100E-01	-1.08300E-01
-1.03800E+00	-8.58200E-01	-6.50400E-01	-7.79300E-01	-1.04600E+00	-1.18300E+00	-1.13900E+00	-1.21200E+00
-1.02200E+00	-1.10600E+00	-1.03800E+00	-1.12300E+00	-1.00100E+00	-8.82800E-01	-1.09200E+00	-6.60200E-01
-7.73000E-01	-6.69100E-01	-6.75200E-01	-5.25000E-01	-5.07100E-01	-3.54500E-01	-3.84400E-01	-6.41300E-01
-5.87400E-01	-6.75600E-01	-8.56300E-01	-9.45900E-01	-1.09500E+00	-1.07300E+00	-1.07200E+00	-1.11000E+00
-1.32400E+00	-1.51700E+00	-1.08800E+00	-1.53300E+00	-1.47600E+00	-1.28800E+00	-1.12400E+00	-1.17000E+00
-1.20100E+00	-1.25600E+00	-1.18300E+00	-1.11800E+00	-1.12400E+00	-8.74500E-01	-7.60900E-01	-6.69500E-01
-9.14000E-01	-7.04200E-01	-7.63400E-01	-9.36800E-01	-1.04700E+00	-9.70200E-01	-1.25500E+00	-1.29000E+00
-1.43300E+00	-1.05900E+00	-8.35300E-01	-1.02300E+00	-1.34900E+00	-1.52800E+00	-1.39200E+00	-1.17800E+00
-1.36800E+00	-1.36800E+00	-1.30900E+00	-1.51100E+00	-1.75300E+00	-1.66600E+00	-1.89100E+00	-1.78300E+00
-2.03900E+00	-2.03900E+00	-1.66700E+00	-1.75600E+00	-1.69100E+00	-1.93000E+00	-2.08600E+00	-2.08600E+00
-1.94000E+00	-1.72300E+00	-1.81400E+00	-1.78400E+00	-1.69900E+00	-1.76600E+00	-2.05800E+00	-2.27400E+00
-2.16000E+00	-2.05000E+00	-2.10900E+00	-2.21700E+00	-2.14600E+00	-2.23000E+00	-2.05700E+00	-1.87600E+00
-1.88700E+00	-2.11400E+00	-1.81500E+00	-1.61600E+00	-1.77400E+00	-1.73800E+00	-2.01600E+00	-2.01400E+00
-1.00900E+00	-8.55600E-01	-6.03900E-01	-4.64300E-01	-4.33100E-01	-6.18100E-01	-6.73900E-01	-8.72500E-01
-9.16500E-01	-7.77800E-01	-8.21400E-01	-7.38200E-01	-7.39700E-01	-1.09700E+00	-1.22700E+00	-1.46300E-01
-1.27400E+00	-1.18100E+00	-1.20500E+00	-1.43500E+00	-1.28800E+00	-1.20400E+00	-9.59500E-01	-6.70700E-01
-7.89000E-01	-5.52600E-01	-7.07600E-01	-5.41300E-01	-5.35200E-01	-6.74500E-01	-3.49500E-01	-2.86600E-01
-3.01200E-01	-4.22600E-01	-2.6000E-01	-4.53300E-01	-3.57800E-01	-4.47200E-01	-3.79400E-01	-3.69400E-01
-2.47800E-01	-3.49600E-01	-7.36800E-02	1.47700E-01	1.83300E-01	3.42000E-01	4.81500E-01	5.58000E-01
6.91700E-01	6.96400E-01	9.30100E-01	9.89100E-01	9.47100E-01	6.57300E-01	8.73400E-01	1.03000E-01
9.71900E-01	8.53500E-01	1.04900E+00	1.26800E+00	1.44700E+00	1.42300E+00	1.83200E+00	2.05300E+00
1.83000E+00	1.59900E+00	1.62500E+00	1.58000E+00	1.48800E+00	1.56000E+00	1.65700E+00	1.52200E+00
1.81800E+00	2.04500E+00	1.72800E+00	1.82100E+00	1.84100E+00	1.84100E+00	1.46900E+00	1.46000E+00
1.29700E+00	1.33900E+00	1.37000E+00	1.39000E+00	1.30700E+00	1.16100E+00	1.29100E+00	9.48600E-01
1.24400E+00	1.32000E+00	1.39600E+00	1.59400E+00	1.56900E+00	1.66200E+00	1.85200E+00	1.90900E+00
1.99900E+00	1.92700E+00	1.97600E+00	2.21100E+00	2.14700E+00	1.93000E+00	1.85400E+00	1.89300E+00
2.17000E+00	2.48600E+00	2.34500E+00	2.13400E+00	2.06000E+00	1.95800E+00	2.08900E+00	2.24100E+00
2.58400E+00	2.51900E+00	2.62800E+00	2.47300E+00	2.57700E+00	2.42200E+00	2.31100E+00	2.32200E+00
2.49900E+00	2.01400E+00	1.89300E+00	2.03500E+00	2.27600E+00	2.53800E+00	2.42000E+00	2.10000E+00
1.67200E+00	1.37800E+00	1.37800E+00	1.52300E+00	1.10100E+00	1.10500E+00	1.21000E+00	1.38300E+00
1.56400E+00	1.62000E+00	1.62000E+00	1.49700E+00	1.57800E+00	1.44000E+00	1.30400E+00	1.36200E+00
1.21400E+00	1.30000E+00	8.82100E-01	1.12500E+00	1.21200E+00	1.52300E+00	1.30400E+00	1.47600E+00
1.79200E+00	1.80300E+00	1.61100E+00	1.67000E+00	1.31100E+00	1.31100E+00	1.02900E+00	1.33600E+00
1.19600E+00	8.45900E-01	8.51700E-01	9.79400E-01	6.83900E-01	6.39500E-01	3.99300E-01	3.68600E-01
3.88400E-01	4.87500E-01	6.07800E-01	7.09200E-01	8.28700E-01	6.69700E-01	5.36200E-01	4.19800E-01

Output: Printout (the input parameter) (See 2.2.2.1)

# VEHICLE DYNAMIC ANALYSIS

## PROGRAM TIRE

DYNAMIC SIMULATION OF HEAVE PITCH MOTION

THIS PROGRAM SIMULATES HEAVE PITCH

MOTION OF A THREE AXLE VEHICLE OPERATING  
OVER A SPECIFIED PROFILE

VEHICLE TYPE = 5 TON TRUCK  
TIRE TYPE = GOODYEAR 11.00-14  
TERRAIN NO. = 2 (RANDOM PROFILE)  
TIRE MODEL = POINT CONTACT  
FORWARD SPEED = 18.00 MPH  
TERRAIN ROUGHNESS = 1.00 INCH RMS

## VEHICLE FRAME PARAMETERS

MASS OF HULL = 718.600 SLUGS  
BOGIE MASS = 4.000 SLUGS  
FRONT UNSPRUNG MASS (EACH) = 40.590 SLUGS  
MIDDLE UNSPRUNG MASS (EACH) = 42.090 SLUGS  
REAR UNSPRUNG MASS (EACH) = 43.450 SLUGS  
PITCH INERTIA OF HULL = 34924.000 SLUG FT SQ  
PITCH INERTIA OF BOGIE = 3.000 SLUG FT SQ  
FRONT SUSP TO HULL CG = 12.500 FT  
BOGIE CONNECTION TO HULL CG = 2.417 FT  
HULL CG HEIGHT = 0.000 FT  
OFFSET\*BUG CONN TO HULL PLANE = 0.000 FT  
BUG CONN TO FRONT STOP = 2.208 FT  
BUG CONN TO REAR STOP = 2.208 FT  
OFFSET\*BUG CON TO BOG CG = 0.000 FT  
HALF BOGIE LENGTH = 2.208 FT  
STOP SIZE = 0.250 FT  
STIFFNESS FACTOR\*BOG-STOP = 10.000  
STIFFNESS FACTOR\*BOG-HULL = 1000.000  
STOP GAP = 3.993 FT

## SUSPENSION PARAMETERS

STIFFNESS FRONT SUSPENSION\*EACH = 29974.000 LB/FT  
VISCOUS DAMPING COEFF.(JOUNCE) = 185.000 LB SEC/FT  
VISCOUS DAMPING COEFF.(RBD) = 600.000 LB SEC/FT  
JOUNCE TRAVEL = 1.500 FT  
REBOUND TRAVEL = 1.500 FT  
MIDDLE AND REAR SUSPENSIONS  
STIFFNESS = 87000.000 LB/FT  
JOUNCE TRAVEL = 1.700 FT  
REBOUND TRAVEL = 1.700 FT  
STOP STIFFNESS FACTOR = 10.000

## TIRE PARAMETERS

STIFFNESS = 39000.000 LB/FT  
DAMPING = 31.100 LB SEC/FT

TIRE RADIUS	1.670	FT
TIRE CONTACT LENGTH	1.030	FT
TIRE EFFECTIVE WIDTH	.519	FT
TIRE CUBIC STIFFNESS	17.090	LB/CU IN
TIRE CUBIC DAMPING	57.880	LB SEC/CU FT
TIRE PRESSURE	30.000	PSI
TIRE DEFLECTION LIMIT	.400	FT
TIRE STIFFNESS FACTOR	10.000	

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# Output: Printout (first page of dynamic simulation results)

## DYNAMIC SIMULATION

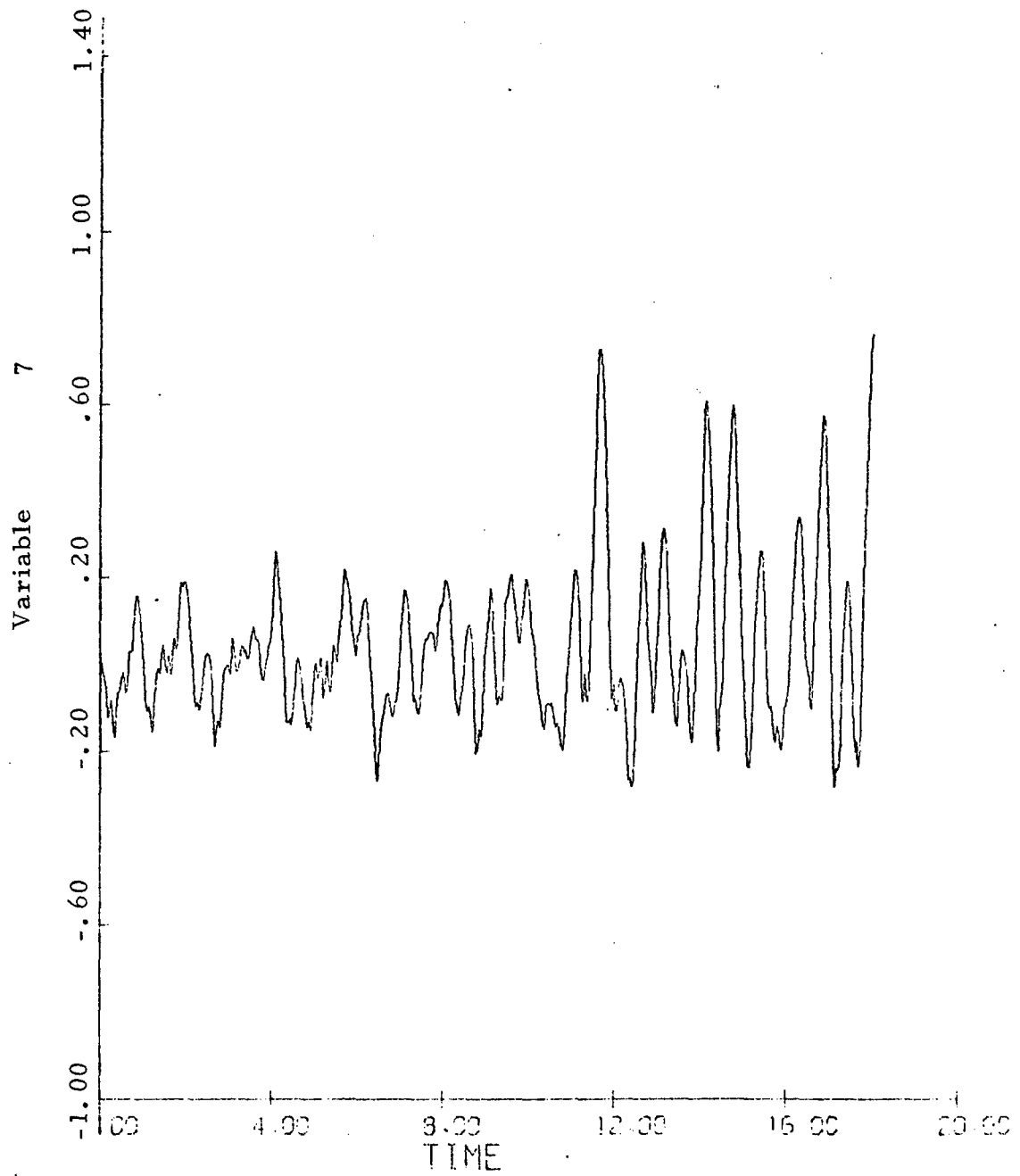
NO.	TIME	FV2 DEL2 FFS	FV3 DEL3 FRS	FV4 DEL4 D2Y0	FH2 Y2 D2Y8	FH3 Y3 D2Y2	FH4 Y4 D2Y3	YH2 YB D2Y4	YH3 FY2 D2THETA	YH4 FSY3 D2PHI	Y0 FSY4	THETA, DEG	PHI, DEG
1	0.000	3.06E+03	6.19E+03	4.68E+02	2.22E+02	3.13E+02	1.62E-02	2.06E-01	6.44E-02	1.16E-01	4.57E-01	-1.84E+00	
		4.27E-02	7.61E-02	1.65E-02	2.06E-01	4.44E-02	1.35E-01	1.87E-01	4.90E-01	4.90E-01			
2	0.095	2.53E+03	6.78E+03	0.	4.15E-05	-4.97E-03	-3.09E+00	-1.40E+00	-1.89E+00	-2.08E-01	-4.30E+00		
					2.36E+02	1.67E+03	0.	-3.54E-02	1.72E-01	1.34E-01	6.36E-01	2.67E-01	
3	0.189	5.36E+03	6.78E+02	1.63E+03	-1.75E+02	-8.47E+01	-3.66E+01	-1.23E-01	2.15E-01	2.54E-01	1.09E+00	7.21E-01	
					1.11E-01	-6.87E-02	1.38E-01	1.96E-01	1.72E-01	1.14E+04	9.43E+03		
4	0.284	1.71E+03	0.	1.13E+03	2.27E+01	0.	-1.13E+02	-1.01E-01	2.28E-01	2.12E-01	1.15E-01	1.34E+00	-2.81E+01
					1.40E-01	1.06E-01	-1.39E-01	8.66E-02	1.40E-01	1.72E-01	2.80E+03	8.64E+03	
5	0.379	4.36E+03	6.19E+03	0.	2.58E+01	2.70E+01	-5.93E+01	-2.37E+02	-2.26E+02	4.89E-01	1.38E+03		
					1.58E+02	1.51E+01	0.	-1.07E-01	6.89E-03	2.79E-01	8.39E-02	1.11E+00	3.52E+00
6	0.473	3.58E+03	7.17E+03	7.06E+03	-5.27E+02	1.62E+03	7.10E+02	-4.48E-02	1.22E-02	1.48E-02	1.62E-02	3.45E-01	5.08E-02
					3.97E-02	3.84E-02	-3.71E-02	3.23E-02	2.10E-02	3.07E-02	1.54E+03	3.53E+03	
7	0.568	0.	1.46E+04	3.99E+04	0.	-8.09E+00	-9.19E+00	8.16E+00	5.44E+01	5.49E+01	-4.55E-01	-3.92E+02	
					7.47E-02	7.62E-02	-1.20E-01	-3.03E-02	-1.09E-02	-7.89E-02	-1.02E+03	6.42E+03	
8	0.663	3.59E+03	5.81E+02	1.65E+04	-3.06E+02	-9.0E+01	6.82E+02	-8.58E-04	-2.19E-02	-1.37E-01	-1.01E-01	-2.12E-01	-1.65E+00
					1.16E-01	8.04E-02	9.46E-03	-9.78E-02	-1.61E-02	-1.09E-01	4.12E+03	6.89E+03	
9	0.758	7.55E+03	5.59E+03	0.	1.84E+01	1.59E+01	-4.53E+01	-1.82E+02	1.78E+02	-1.00E+00	5.75E+02		
					1.01E-01	4.24E-02	4.02E-02	1.47E-01	-1.13E-01	-9.12E-02	-2.91E-02	2.86E+03	3.63E+03
10	0.852	1.90E+03	1.20E+03	7.34E+03	-2.65E+02	-4.85E+01	-1.09E+03	1.56E-01	-1.10E-03	-4.34E-02	-1.10E-03	-7.26E-01	-5.40E-01
					6.15E-02	6.54E-02	1.20E-01	-6.82E-02	-3.20E-02	-3.17E-02	8.27E+03	5.79E+03	
11	0.	0.	0.	1.87E+00	4.25E+00	-5.72E+00	-1.41E+02	4.74E+00	9.87E-01	-7.20E+01			

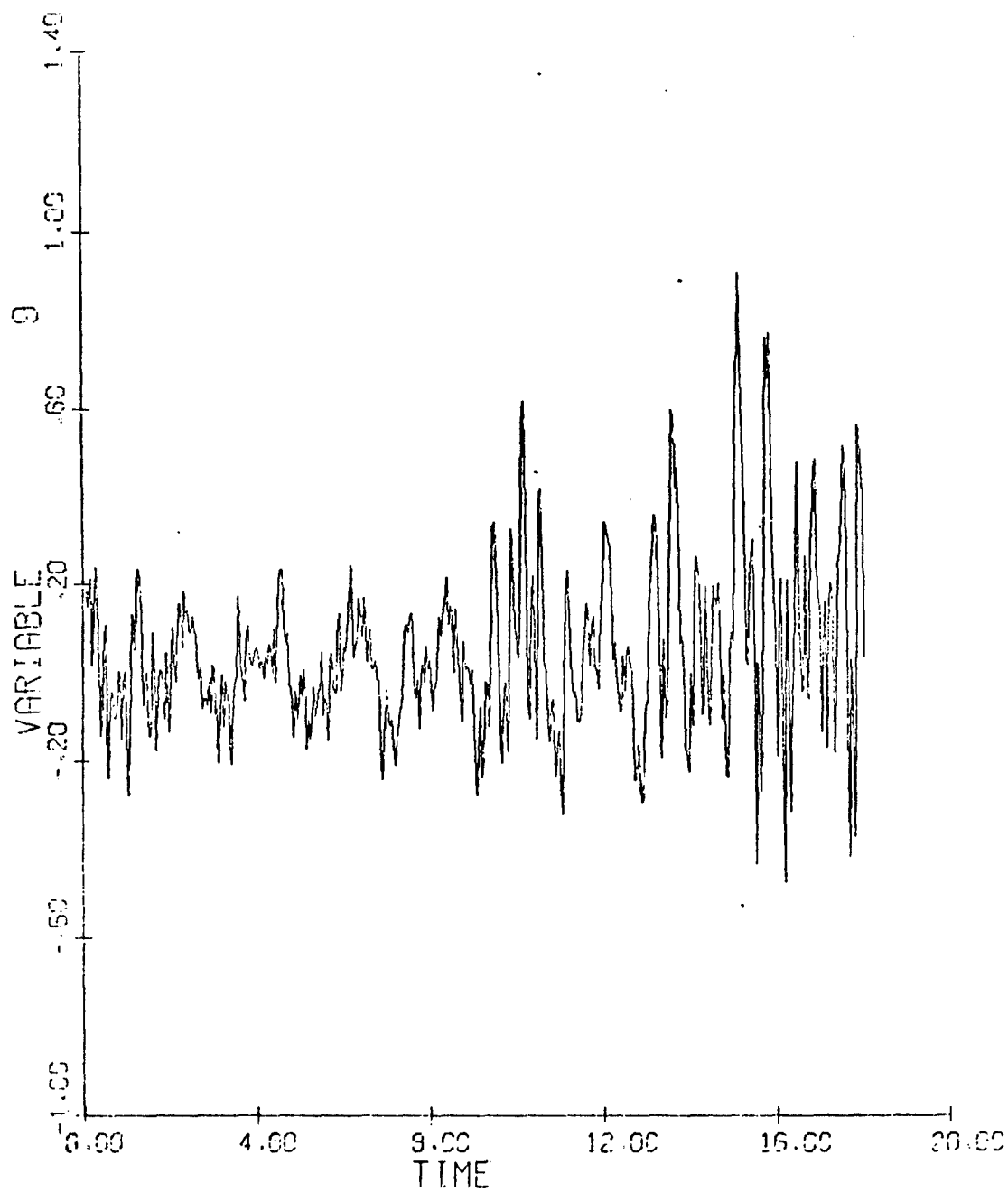
Output: Printout (last page of dynamic simulation results)

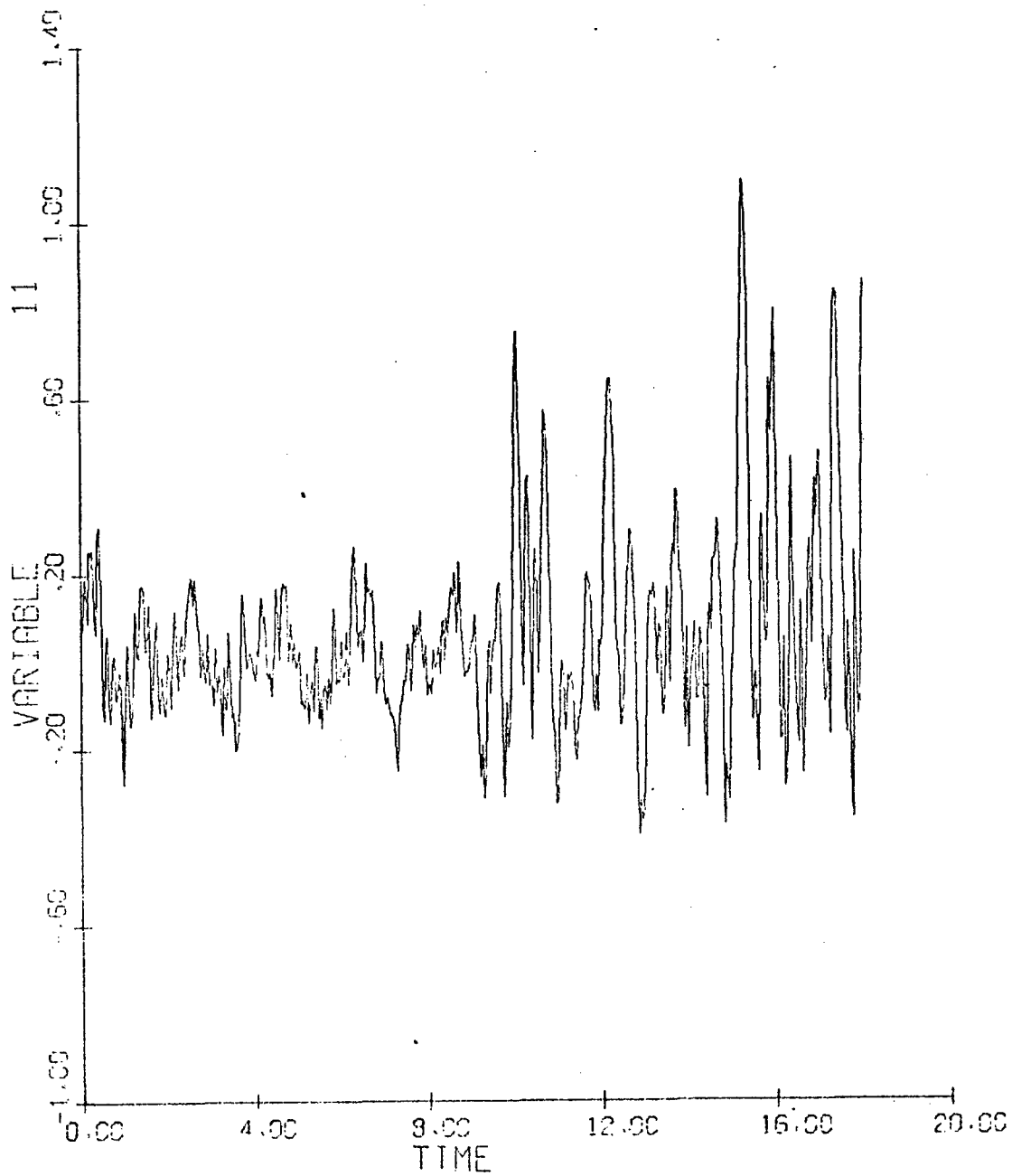
DYNAMIC SIMULATION													
NO.	TIME	FV2 DEL2 FFS	FV3 DEL3 FRS	FV4 DEL4 DZY0	FV2 Y2 DZYB	FV3 Y3 DZYW2	FV4 Y4 DZYW3	YB DZYW4	YB3 FV2 DZYETA	YB4 FSY3 DZPHI	Y0 FSV4	THETA DEG	PHI DEG
191	17.992	0.	0.	0.	-0.	-0.	-0.	6.51E-01	4.54E-01	3.30E-01	5.22E-01	-9.37E-01	-1.78E+00
		-1.27E-02	-4.02E-02	-2.68E-02	1.67E-01	-1.44E-01	-1.04E-01	4.82E-01	1.37E+02	-3.92E+03	-1.97E+03		
192	18.097	0.	0.	-4.81E+01	-5.02E+01	-3.56E+01	6.09E+01	1.29E+01	-9.05E-01	2.67E+03			
		6.41E+03	0.	0.	-0.	-7.59E+02	-0.	7.50E-01	-1.15E-01	9.06E-01	6.36E-01	-7.64E-01	1.34E+01
		9.46E+03	-1.51E-01	-1.54E-01	1.68E-01	-1.20E-01	-1.16E-01	6.04E-01	-3.33E+01	-1.22E+04	-1.43E+04		
		0.	0.	-1.06E+02	-1.14E+02	-3.14E+01	4.10E+02	2.90E+03	-3.62E+00	-2.77E+03			
		SIMULATION TIME TOTAL STEPS 478 SECONDS 7.740E+01											



Output: Plots (See 2.2.2.2)







## ADDITIONAL INFORMATION

The simulation run, described in this section, was made on a CDC 6400 machine at the Smithsonian Institution Astrophysical Observatory in Cambridge, Massachusetts. The control cards used were:

TACOM, ABBA, CM100K, T600. R. FISH, FOSTER-MILLER  
RUN(S)  
Note → SETCORE (ZERO)  
LGO.  
CALPLT.  
7/8/9

Source Deck (See the listing in Appendix A.4)

7/8/9

Data Cards

6/7/8/9

The run used 70K (octal) core, and 109 seconds of CPU time. The cost for the run was about \$18 (government rate).

### 3. STEP 2: SHAKER INPUT SIGNALS FROM AXLE DISPLACEMENT RECORDS

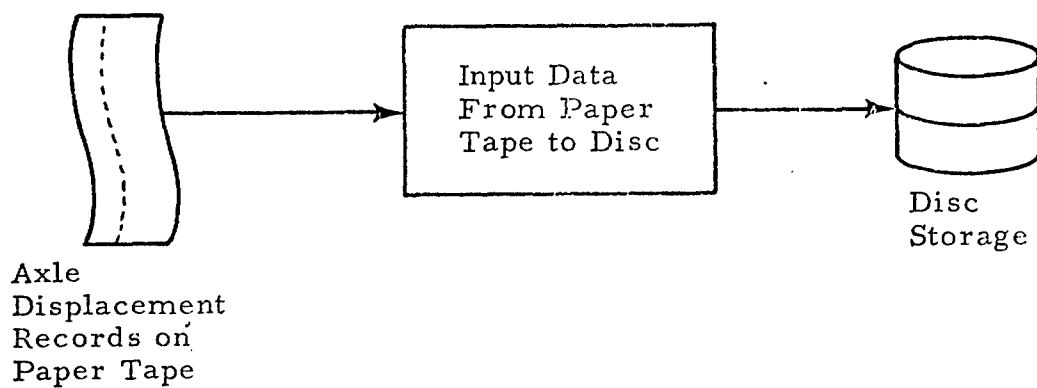
In the second step of the recorded simulation control scheme, the axle displacement records created by the vehicle simulation program are converted to the shaker input signals through two tasks shown in Figure 9. The tasks are:

- a. Acquire the data generated by the first step and store them on an on line storage medium.
- b. Convert the records on the storage medium to time synchronized shaker input signals.

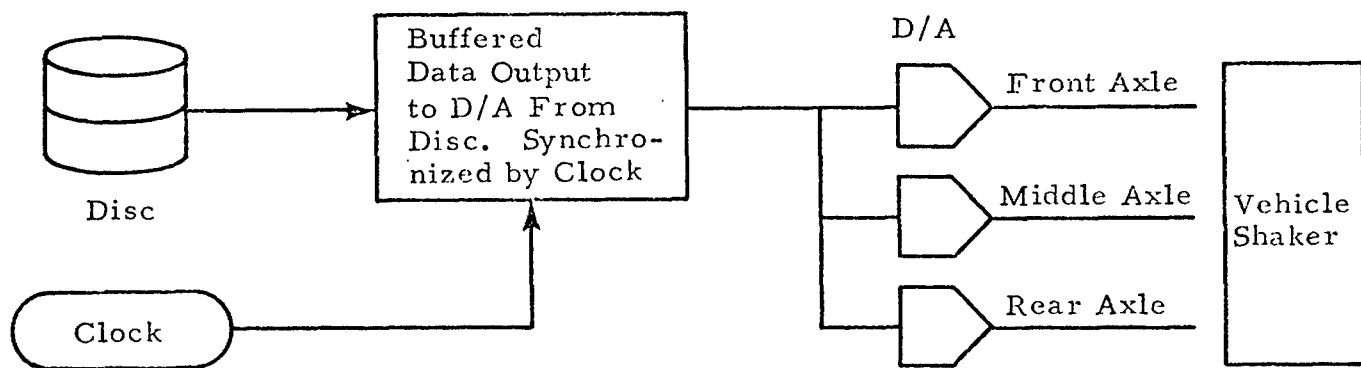
For the control system developed in this effort, the first step involves reading axle displacement data from the paper tapes and transferring them to a magnetic disc unit. The data transfer is an off-line operation and needs to be performed only once for any particular simulation data set (unless the information is destroyed accidentally). In the data set read by the control system, there are four elements: time, front axle displacement, middle axle displacement, and rear axle displacement.

The second task acquires the data from magnetic disc, converts the displacement values to analog signals using D/A converters and transmits them at a time synchronized rate. The time synchronization is achieved by comparing real time signals produced by a crystal clock with the stored time values. The second task involves repeated playback of the records repeatedly because the displacement records are of a finite length.

The following describes the hardware-software aspects of the control system and illustrates its use through an example. Additional details of the system are in Appendix B.



(a) Data File Creation



(b) Operation Control

Figure 9. Details of the Second Step of the Recorded Simulation Control Scheme

### 3.1 Control System

#### 3.1.1 System Hardware

The second step of the recorded simulation control scheme is implemented using an EAI 590 hybrid computing system which incorporates a PACER 100 (16 bit minicomputer) interfaced to an EAI 580 analog computer, as shown in Figure 10. The interface is such that there is a bidirectional communication and data transfer between the two computers during parallel operation. A magnetic disc system capable of storing two million 16 bit words is connected to the digital processor via a direct memory access channel (DMAC). Input-output by the system is accomplished through a teletype, a printer and a paper tape reader-punch. Key characteristics of these components are summarized in Table 4, with details of the hardware and operations of the components left for the EAI publications listed in the end (references 4, 5, 6 and 7).

For the example used in this manual, the displacement records to be stored in the disc are 18 seconds long, with about 5000 time steps. The records then need about 150K 16 bit words of storage space on the disc. These data are time synchronized by a crystal clock prior to transmission. The clock has a 16 bit counter register and the value stored in the register is compared by the digital processor with the stored signal values. When the values become equal, the displacement data are transferred from D/A converters to the vehicle shaker input electronics. Signal outputs from the D/A converters are bipolar (signed), have a full scale reading of 10 volts, and are scaled such that a full scale output of 10 volts equals 1 foot of axle displacement. They are retrieved from the D/A output trunks on channels one, two and three and then fed to the shaker servo inputs through any required signal conditioners.

In addition to initiating the basic hardware, the user also has to make several hardware patch board connections on the analog computer. The clock/timer requires a connection between the 1 KHz crystal oscillator output and the clock's carry in input. Also the control program, described in the next section, needs the 1 millisecond clock output to be connected to the clock carry in input.

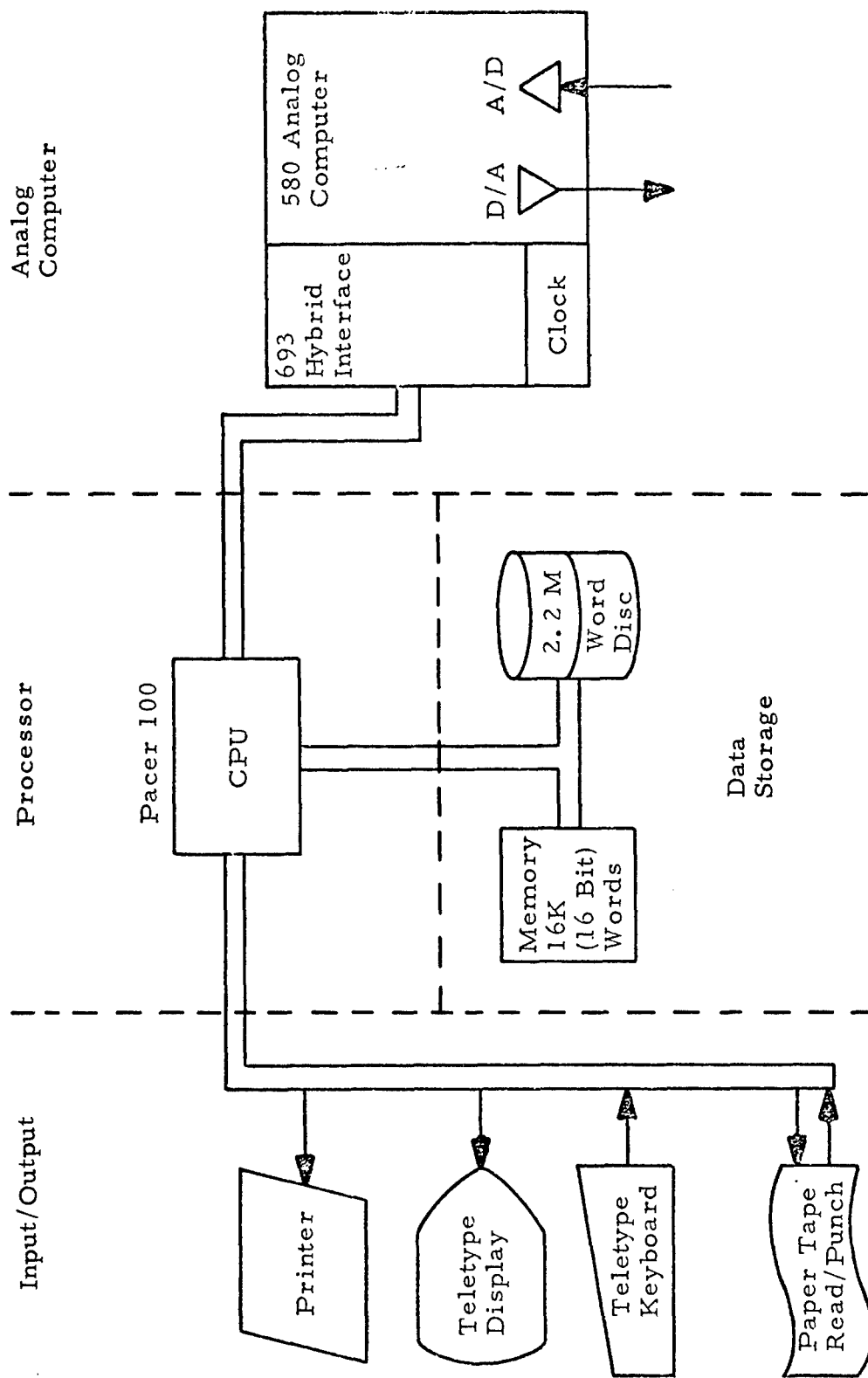


Figure 10. Schematic Diagram of the Control System Hardware



Table 4. Control System Hardware

PACER 100 Computing System

- 16,384 16-bit words of core memory
- Hardware multiply divide
- Priority interrupt system
- Memory protect system
- Power fail/auto restart system
- Five universal controller positions
- 1 Microsecond memory cycle

Direct Memory Access Channel (DMAC)

- Provides for I/O concurrent with computation on cycle stealing basis
- 1 Million words/second

Interval Timer/Real Time Clock

- Provides a high resolution 16 bit real-time clock
- Timer update signal source for four PACER interval timers

Disc Cartridge Controller and One Dual Disk Drive on DMAC

- Provides 1.1 million words of storage on one fixed platter
- Provides 1.1 million words of storage on one removable platter

Hybrid Device Interface 693

- Parallel processor control
- Logical control, sensing and interrupts
- Coefficient device setting
- Data monitoring/display
- Eight channels D/A multiplication (15 bit)
- 15 Channels A/D conversion (13 bit)

Input/Output Devices

- High speed paper tape reader, 300 characters/sec.
- High speed paper tape punch, 120 characters/sec.
- Teletypewriter station (console device), ASR 33
- Line printer, 80 column
- CPU control front panel

Software Systems

- MHDOS, moving head disc operating system
- FORTRAN IV compiler
- Assembler
- BTE, basic text editor
- CIG, core image generator
- HOI, hybrid operations interpreter
- COP, control options processor
- FIU, file interactive utility
- RTL, run time library
- HLR, hybrid linkage routines
- Applications software packages

### 3.1.2 System Software

Two programs are required to operate the hardware described in the previous section. The first program, called "File Builder Program," reads the paper tapes containing the axle displacement records, packs the data in a buffer and writes them on a disc file as shown in Figure 9(a) (see Appendix B.2.1 for details). The second program, called "Control Program," retrieves the records from the disc storage file, loads them into D/A converters and transmits them at a real-time synchronized rate. This program, which performs Task 2 shown in Figure 9(b), is described in detail in Appendix B.2.2.

The file builder program loads data in blocks of 10 time steps into the buffer before transferring them to a magnetic disc storage file. The loading is continued until the end of the record is indicated by the buffer filled with minus one. The data file on the disc is then rewound and the file is scanned for bad data points. A bad data point is defined as the one for which the time value is outside the -1 to 20 range or an axle displacement value is outside the -1 to +1 foot range. (This definition is valid for the example described in the next section and may have to change depending on the time length of the records or expected values of the axle displacements.) The file is then scanned for such bad data points, 10 time steps at a time, in the buffer and if a bad point is found the 10 steps in the buffer are printed on the line printer with an error message requesting the user to correct the data point. The user has to respond with correct values for the buffer data, which are incorporated by the program through backspacing and overwriting the buffer back to the disc. This scanning process is continued until the end of the disc file is reached.

The control program initializes control data and positions them at the start of the sample. Then it waits until sense switch A, shown in Figure 11, is turned on to begin transmission. Once the transmission is initiated, the program continuously cycles the records until the user terminates the program by turning sense switch B on. During data transmission the program retrieves blocks of 10 time steps from the disc and loads them into a buffer in core memory. The next operation is performed in two steps.

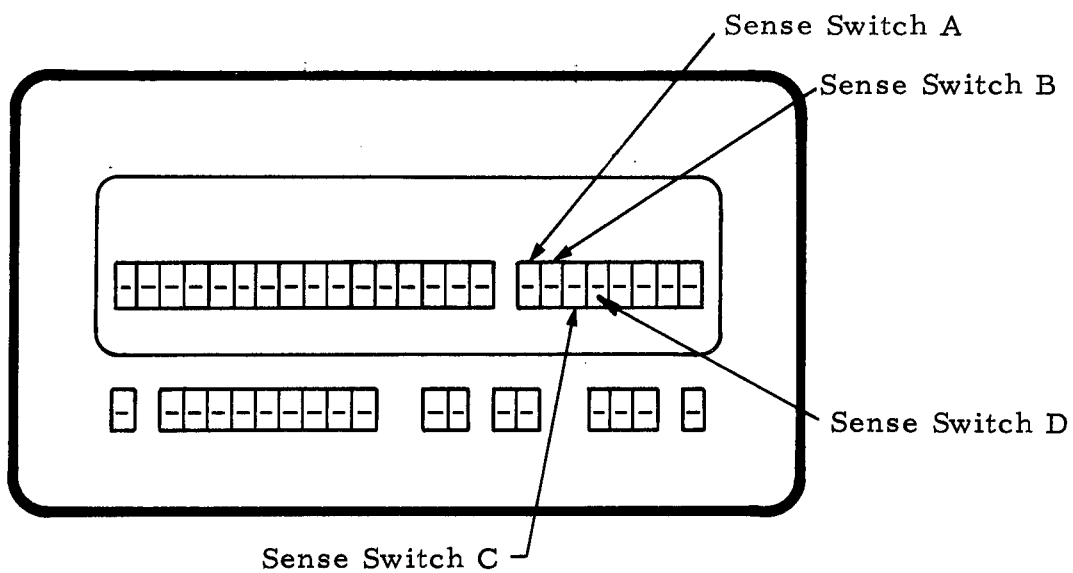


Figure 11. PACER 100 Control Panel

In the first step, the digital values are loaded into a buffer and then supplied to the D/A registers. In the second step, the three D/A registers, now preloaded with the front, middle and rear axle displacement values, transfer the signals through the output circuitry at the correct time. After the transfer, the D/A registers are preloaded with the next time step values and the program again waits for the correct time. The data transmission is continued for the 10 time steps before the next block is retrieved from the disc. If the last block has been transmitted, the disc file is rewound and the record is repeated.

Time synchronization mentioned above is achieved by a clock-timer which works by counting down 1 KHz pulses, put out by a hybrid clock, from an initial value to zero. The control program compares the counter value to the corresponding time value stored with the displacement records and when the real-time value becomes less than the stored value, the program allows the transmission to take place.

### 3.2 User Instructions

Instructions for using the control system in terms of commands and operations required to execute the file builder program and the control program are described in the following. Details of the commands used in communication with the operating system are, however, not discussed because they can readily be found in the EAI reference manuals (reference 4, 5, 6 and 7). Also the procedures for program editing, compilation and load module generation are not discussed here, but are presented in Appendix B.3.

There are certain assumptions made in developing the software and user instructions for the control system:

- a. The time values to be stored are less than 20 seconds (i.e., record length is  $\leq 20$  seconds).
- b. The values of the axle displacements are between  $\pm 1$  foot.

- c. The number of time steps is less than 30,000.
- d. The interval between the time steps is more than 2 milliseconds.

The first two assumptions are used to detect bad data points when the file builder program scans the input data. The third assumption ensures that the disc storage space will not be filled up and the final assumption prevents the time synchronizing devices from losing synchronization. The first two restrictions are easy to change by appropriately altering the file builder program. But the last two restrictions cannot be changed easily because of the limitations of the existing hardware.

### 3.2.1 File Builder Program Operation

The file builder program (described in Appendix B.2.1) reads the axle displacement records from paper tapes, stores them on disc, prints them (optional), and scans them for bad data points. Before executing the program, however, the user must initialize a disc file, for the program output, on logical unit 21 via a command input to the operating system:

Example      #N, FILE1, 21, 3, 130



where

#N        = command to monitor to create a disk file  
FILE1    = name given to file  
21        = logical unit file created on  
3         = file type, data file = 3  
130       = words/record for data file in octal  
          = carriage return.



The user must then load the core image file of the program from disc into core memory:

Example      #L, FILEBLD, 22



where

#L           = calls loader program  
FILEBLD     = name of file builder core image file  
22           = logical unit number used by loader in octal. (Do not use  
              21, because it is already used in the previous step.)

Execution of the loaded program requires input of the executions address:

Example     #G, 1000



where

#G         = command to link to execution address  
1000       = standard execution address, octal.

Control of the computer is now transferred to the file builder program and a message is printed by the program to notify the user that it is ready for execution. The user then positions the paper tape in the reader, sets the data (sense) switches to implement the option he wishes, and hits the console carriage return to initiate execution. The message and the data switch options are:

"FILE CREATION PROGRAM"  
"SET DATA SWITCHES A-D"  
"HIT CARRIAGE RETURN TO EXECUTE."

User response:

DATA SWITCH A (ON) = List data as input  
DATA SWITCH B (ON) = End program (at any point)  
DATA SWITCH C (ON) = Pause before input each step  
DATA SWITCH D (ON) = Skip input and go to scan (see Figure 11).

During execution of the program, the axle displacement records are read from paper tape and stored in a buffer in memory. After data for 10 time steps have been read, the buffer data are transferred to the disc file (formats for data input and storage are in Appendix B.4). The program continues the process until it encounters a time value of -1\*. When a -1 is detected, the program asks the user if he wishes to store the value to mark end of the record or treat it as the physical end of the tape and read the next paper tape as a continued record:

"-1 INPUT, TYPE 0 TO SKIP, ELSE 1"

User response:

- 1        which means store -1 as data, because it is end of the record
- 0        which means skip -1, because the record is continued on the next paper tape

At the end of data the user should input enough records starting with minus one to fill out the last buffer. The disc then encounters -1 in the last time entry, initiating the program to write an end of file mark and close the disc file. After the file is closed the program enters the scanning phase, in which the program checks the created file for time values outside the permissible values of 0 to 20 seconds, and axle displacement values outside the plus or minus one (foot) range. For scanning operation the data are read into the buffer and if a bad value is detected, the data in the buffer are printed on the line printer. Also, a message is printed at the console device asking for the bad data's buffer position and new value:

"INPUT ID # OF BUFFER TO CHANGE AND NEW VALUE, I2,  
E12.5"


"ID.GE.41 STOPS"

---

\*Using -1 indicator this way allows the user to stop the tape input at physical end of a tape before the actual end of the record.

The user then must input the element number and a new value to correct the bad entry.

Example      04+0.12345E+00




Which means: reset element No. 4 (rear axle displacement of the first time step; the element numbers are assigned sequentially in the data block) to 0.12345. After the correction is made, the program prints the message again and the process is repeated until the user indicates end of correction by assigning a value more than or equal to 41 to the element number. The program then backspaces the file by one block, overwrites the bad data and resumes scanning. The scanning operation is completed when end of the file is reached.

### 3.2.2 Control Program Operation

The control program obtains the displacement data from the disc and generates time synchronized shaker input signals through the digital to analog converters. This program requires the user to position the data file to be transmitted on logical unit 21 (octal) and connect the hybrid clock to the digital timer input. Positioning of the disk file is accomplished by a monitor command input at the console:

Example      #P, FILE1, 21





where

#P        = command to open disk file  
FILE1    = name of data file to be positioned  
21        = logical unit file opened on, octal.

The clock/timer requires a jumper plug be installed from the 1 kilohertz output of the hybrid clock to the clock/timer carry in input. Then the clock mode controls are set to run with a frequency of 1 megahertz (details on operation of the hybrid clock can be found in the EAI reference manuals, i.e., references 4, 5, 6, 7 at the end.



Execution of the control program requires loading of the core image file of the program from the disc and then branching to the execution address:

Example      #L, CONTPG, 22   
              #G, 1000 

(These arguments are described previously.) Control of the computer is now transferred to the control program, which prints a message to the console device and begins testing data switch A for start of transmission:

"PROGRAM SHAKER"

"LU=21 FOR DATA FILE"

When data switch A is turned on, the program begins transmission of the three axle displacement signals, which are brought out at the D/A outputs on the analog patch board. Once transmission begins the program will continue cycling through the data set until the user terminates the program by turning data switch B on, at which point the program prints a message on the console device and control is returned to the monitor:

"END PROGRAM"

### 3.3 Illustrative Example

The axle displacement records generated by the illustrative simulation in 2.3 are converted to shaker input signals through the instructions given in the previous section. These axle displacement records are 18 seconds long and include 4780 time steps.

The signal outputs from D/A are recorded on a strip chart recorder and are shown in Figures 12, 13 and 14 along with the corresponding plots of the displacements obtained from the simulation run. As shown in the figures, the control system succeeds in providing outputs which are time synchronized and are identical to the digital axle displacement records.

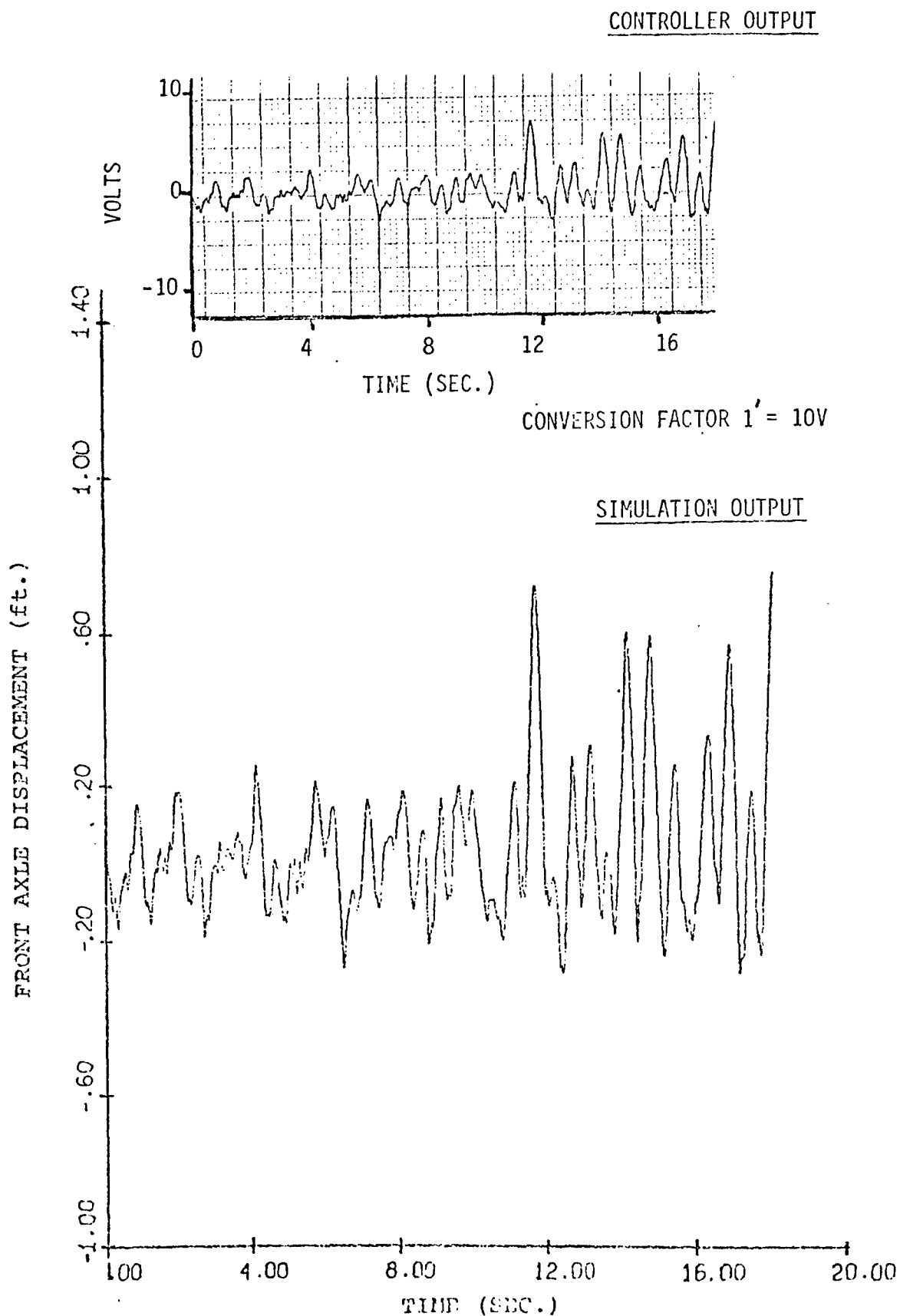
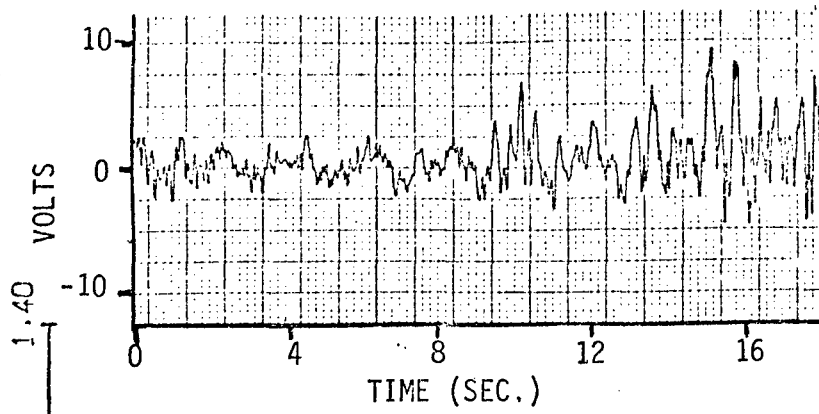


Figure 12. Comparison of the Simulation and the Controller Outputs for the Front Axle Displacement

CONTROLLER OUTPUT



CONVERSION FACTOR  
 $1' = 10V$

SIMULATION OUTPUT

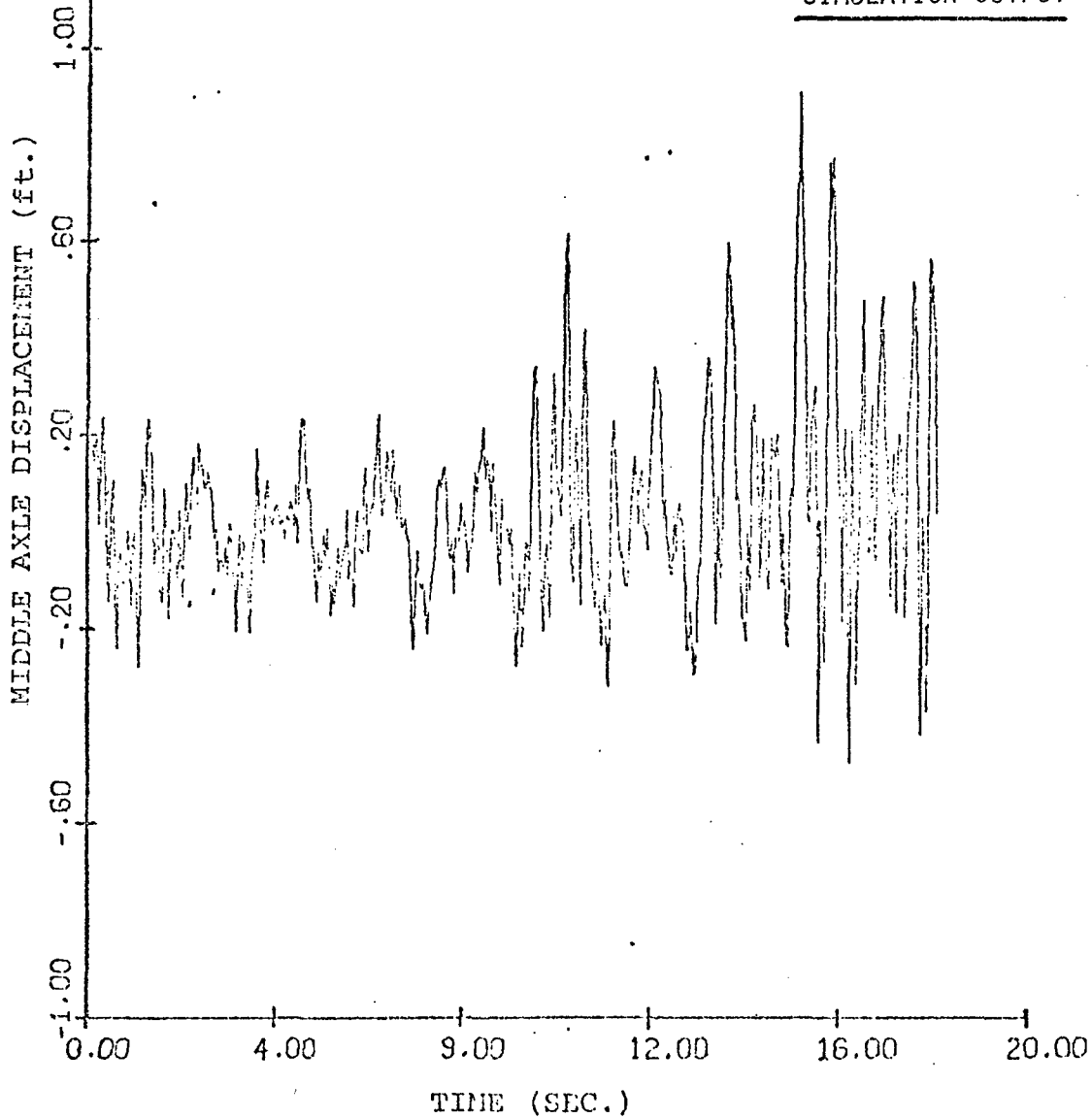
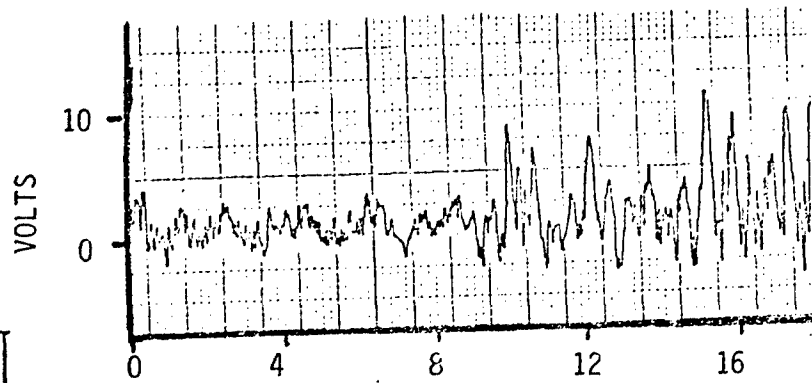


Figure 13. Comparison of the Simulation and the Controller Outputs for the Middle Axle Displacement

CONTROLLER OUTPUT



CONVERSION FACTOR  
1' = 10V

SIMULATION OUTPUT

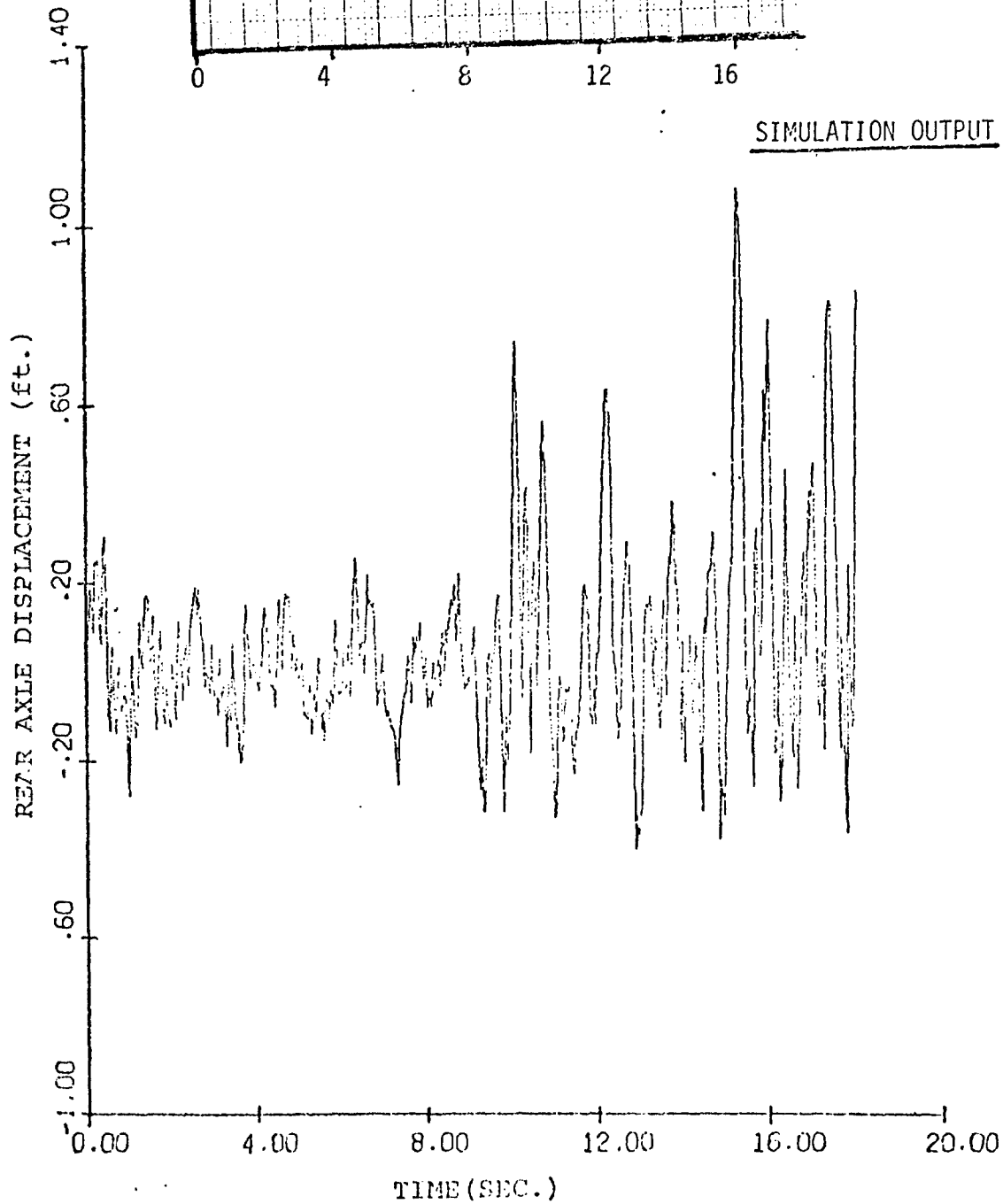


Figure 14. Comparison of the Simulation and the Controller Outputs for the Rear Axle Displacement

## APPENDIX A

### DETAILS OF THE VEHICLE SIMULATION PROGRAM

The dynamic simulation program used for generating axle displacement records was introduced in Section 2. That section also discussed use of the program and illustrated the use with an example. In Appendix A, further details of the computer program are provided.

#### A.1 Principal Program Nomenclature

The variables used in the vehicle simulation program are defined in this section along with the corresponding symbols used in the analysis (reference 1). All program variables are in ft-lb-sec units except where indicated to the contrary. (In the input-output operations, however, the variables may not be in the standard ft-lb-sec units, as mentioned in Section 2.2.)

<u>Program Variable Name</u>	<u>Symbol</u>	<u>Explanation</u>
A	a	Half of bogie length
ABC	b''	Distributed (cubic) tire damping constant in the adaptive footprint model
ADCT(I)		$\cos\theta$
ADDT	d $\theta$	Tire sector size
ADDX(I)	$\delta x$	Distance of the ith tire sector periphery point from the nearest ground point (See Figure A-3)
ADSDT		$\sin\left(\frac{\delta\theta}{2}\right)$
ADST(I)		$\sin\theta$
ADTH(I)	$\theta$	Angular position of the ith tire sector (See Figure A-3)
ADTT(I)		$\tan\theta$
AKC	k''	Distributed (cubic) tire stiffness in the adaptive footprint model

<u>Program Variable Name</u>	<u>Symbol</u>	<u>Explanation</u>
AL(I)		Contact length for the ith sector (See Figure A-3)
AL1(I)		Contact length of the part away from the vertical for the ith sector (See Figure A-3)
AL2(I)		Contact length of the part towards the vertical for the ith sector (See Figure A-3)
APHI(I)	$\phi_i$	Ground slope corresponding to ith sector
BS	B	Tire effective width
BT	b	Tire damping constant
B2V	$B_{2v}$	Shock absorber damping constant
B2VJ	$B_{2vj}$	Shock absorber damping constant, jounce
B2VR	$B_{2vr}$	Shock absorber damping constant, rebound
CONL	L	Equilibrium tire footprint length
CPHI		$\cos \phi$
CTHETA		$\cos \Theta$
DDEL(I)	$\dot{\delta}(\theta)$	Radial revlative velocity for the ith sector
DDEL2	$\dot{\delta}_2$	Suspension relative velocity for front suspension
DDEL3	$\dot{\delta}_3$	Suspension relative velocity for middle suspension
DDEL4	$\dot{\delta}_4$	Suspension relative velocity for rear suspension
DELR(I)	$\delta(\theta)$	Radial deflection for ith sector (see Figure A-5)
DEL2	$\delta_2$	Suspension displacement for front suspension
DEL3	$\delta_3$	Suspension displacement for middle suspension
DEL4	$\delta_4$	Suspension displacement for rear suspension
DELTA(I)		Vertical deflection corresponding to ith sector (See Figure A-5)

<u>Program Variable Name</u>	<u>Symbol</u>	<u>Explanation</u>
DER(M)		Derivative of the state variables
DPHI	$\dot{\phi}$	Bogie pitch velocity
DTHETA	$\dot{\Theta}$	Hull pitch velocity
DTIME		Time step, dt
DYB	$\dot{Y}_b$	Bogie heave velocity (positive upwards)
DYW	$\dot{Y}_w$	Axle heave velocity
DYW2	$\dot{Y}_{w2}$	Front axle heave velocity
DYW3	$\dot{Y}_{w3}$	Middle axle heave velocity
DYW4	$\dot{Y}_{w4}$	Rear axle heave velocity
DYX(M)		Terrain slope for the Mth ground point
DY0	$\dot{Y}_0$	Hull heave velocity
DY2		Rate of change of ground elevation for front wheel
DY3		Rate of change of ground elevation for middle wheel
DY4		Rate of change of ground elevation for rear wheel
D2PHI	$\ddot{\phi}$	Bogie pitch acceleration
D2THETA	$\ddot{\Theta}$	Hull pitch acceleration
D2YB	$\ddot{Y}_b$	Bogie heave acceleration
D2YW2	$\ddot{Y}_{w2}$	Front axle heave acceleration
D2YW3	$\ddot{Y}_{w3}$	Middle axle heave acceleration
D2YW4	$\ddot{Y}_{w4}$	Rear axle heave acceleration
D2Y0	$\ddot{Y}_0$	Hull heave acceleration
FBT(I)		Damping force, ith sector
FBS	$F_{bs}$	Rear stop force
FB2F	$F_{b2f}$	Front suspension dry friction force

<u>Program Variable Name</u>	<u>Symbol</u>	<u>Explanation</u>
FB2V	$F_{b2v}$	Front suspension shock absorber force
FB3F	$F_{b3f}$	Middle suspension dry friction force
FB4F	$F_{b4f}$	Rear suspension dry friction force
FC2		Vertical force from each of the front tires, assuming no wheel hop
FC3		Vertical force from each pair of the middle tires, assuming no wheel hop
FC4		Vertical force from each pair of the rear tires, assuming no wheel hop
FFS	$F_{fs}$	Front stop force
FHG(I)		Force component parallel to ground for the ith sector in adaptive footprint model
FH2	$F_{h2}$	Horizontal force from each of the front tires
FH3	$F_{h3}$	Horizontal force from each pair of the middle tires
FH4	$F_{h4}$	Horizontal force from each pair of the rear tires
FKT(I)		Carcass stiffness force for the ith sector (See Figure A-5)
FK2	$F_{k2}$	Front suspension spring force
FK3	$F_{k3}$	Middle suspension spring force
FK4	$F_{k4}$	Rear suspension spring force
FNG(I)		Force component normal to ground for the ith sector in adaptive footprint model
FP(I)		Pressure force for the ith sector (See Figure A-5)
FSTOP2	$F_{stop2}$	Stop force, front suspension
FSTOP3	$F_{stop3}$	Stop force, middle suspension
FSTOP4	$F_{stop4}$	Stop force, rear suspension



<u>Program Variable Name</u>	<u>Symbol</u>	<u>Explanation</u>
FSX3	$F_{sx3}$	Horizontal force at each of the bogie and middle suspension connections
FSX4	$F_{sx4}$	Horizontal force at each of the bogie and rear suspension connections
FSY3	$F_{sy3}$	Vertical force through middle suspension
FSY4	$F_{sy4}$	Vertical force through rear suspension
FTIME		Simulation time limit
FV2	$F_{v2}$	Vertical force from each of the front tires
FV3	$F_{v3}$	Vertical force from each pair of the middle tires
FV4	$F_{v4}$	Vertical force from each pair of the rear tires
FXX	$F_h$	Horizontal tire force in adaptive foot model
FX2	$F_{x2}$	Horizontal force at each of the hull and front suspension connections
FX34	$F_{x34}$	Horizontal force at each of the hull and bogie connections
FYY	$F_v$	Vertical tire force in adaptive footprint model
FY2	$F_{y2}$	Vertical force through front suspension
FY34	$F_{y34}$	Vertical force at each of the hull and bogie connections
G(M)		Difference between terrain and wheel slopes for the Mth point in the rigid tread band model
GB	$G_b$	Rear stop gap
GF	$G_f$	Front stop gap
GG	GG	Hull CG elevation from hull plane
HS	$h_s$	Stop size
HSTOP	$H_{stop}$	Stiffness factor, bogie-hull (See Note 2 in 2.2)
IB	$I_b$	Pitch inertia of bogie

<u>Program Variable Name</u>	<u>Symbol</u>	<u>Explanation</u>
IDAMP(I)		Ground contact index IDAMP(I) = 0 if ith sector out of ground contact = 1 if ith sector in ground contact
IH	$I_h$	Pitch inertia of hull
IPHS		Total number of ground points included in a simulation phase
ISCHEM		Adaptive model scheme number (see description of subroutine ADAPT, A. 2.11)
ITIRE		Tire model number ITIRE = 1 Point contact = 2 Rigid tread band = 3 Fixed footprint = 4 Adaptive footprint
IXAX		X axis index IXAX = 1 if axis is TIME in plots = 0 if axis is XREAR in plots
IXT		Point numbers on plot
JFIN		Total number of simulation steps
JGR		Ground point number corresponding to wheel center
JL		Number of ground points in half of the contact length
JMAX		Total number of ground points in a simulation (e.g., 5000)
JNOD		Ground point number corresponding to a tire sector
JN2	$J_{n_2}$	Jounce clearance, front suspension
JN3	$J_{n_3}$	Jounce clearance, middle and rear suspensions
JPHS		Number of steps in a simulation phase
JPL		Total number of points in a plot
JR		Number of ground points in terrain length equal to tire radius
JREAR		Serial number of a simulation step

<u>Program Variable Name</u>	<u>Symbol</u>	<u>Explanation</u>
JSTP		Margin at ends of a simulation phase
K2	$K_2$	Front suspension stiffness
K3	$K_3$	Middle and rear suspension stiffness
KPHS		Ground point serial number in a simulation phase
KSTOP	$K_{stop}$	Stop stiffness factor, bogie-stop (see Note 2 in Section 2.2)
KT	$k$	Tire stiffness
L2	$L_2$	Distance from front suspension to hull CG
L3	$L_3$	Distance from bogie connection to hull CG
LIMP		Limit on number of data points in a plot
LPHS		Serial number of a simulation phase
MB	$M_b$	Bogie mass
MH	$M_h$	Hull mass
MFF		Total number of ground points in tire contact length
MM		Number of simulation steps before each printing
MW		Number of ground points between rear and front wheel centers
M2	$M_2$	Front unsprung mass, each
M3	$M_3$	Middle unsprung mass, each
M4	$M_4$	Rear unsprung mass, each
NADS		Number of sectors on each side in adaptive footprint tire model
NAD2		Total number of tire sectors = $2NADS + 1$
NBACK		$NADS + 2$
NPLT(M)		Variable number of the Mth variable to be plotted

<u>Program Variable Name</u>	<u>Symbol</u>	<u>Explanation</u>
NPLTM		Total number of variables to be plotted
NSG(I)		Difference between the ground point numbers corresponding to the ith sector and the wheel center
NW		Ground points between rear and middle wheel centers
NXT		Number of simulation steps skipped between each point in plots
ODYX(M)		Slope of the Mth point in unfiltered terrain profile
OTER(M)		Elevation of the Mth point in unfiltered terrain profile
PHI	$\phi$	Pitch angle of bogie (forward pitch is positive)
PLT(M, I)		Value of Ith point in the Mth curve to be plotted
PLSTP		End point of plot, as measured by rear wheel center horizontal distance
PLSTR		First point of plot, as measured by rear wheel center horizontal distance
PRESS	$p_i$	Tire inflation pressure
RAD	$r$	Tire radius
RB2	$Rb_2$	Rebound clearance, front suspension
RB3	$Rb_3$	Rebound clearance, middle and rear suspensions
SB	$S_b$	Distance between bogie connection and bogie CG
SBS	$S_{bs}$	Distance between bogie connection and rear stop
SDYX		Sum of terrain slopes under tire contact length
SFS	$S_{fs}$	Distance between bogie connection and front stop
SN	$n$	Stop stiffness factor for suspensions (see Note 2 in Section 2.2)
SPEED	$V$	Vehicle forward speed

<u>Program Variable Name</u>	<u>Symbol</u>	<u>Explanation</u>
SPHI		$\sin \phi$
ST(M)		Terrain slope for the Mth ground point counted from wheel rear
STGAP	$St_{gap}$	Unloaded gap between stop and bogie
STER		Sum of terrain elevations under tire contact length
STHETA		$\sin \Theta$
SW(M)		Wheel slope for Mth point from wheel rear
S34	$S_{34}$	Distance between hull plane and bogie connection
TDEF2		Tire deflection, front tire
TDEF3		Tire deflection, middle tires
TDEF4		Tire deflection, rear tires
TER(I)	$y_o$	Elevation of the ith ground point in filtered profile
TERI		Terrain elevation under a wheel center at equilibrium
TERI2		Terrain elevation under front wheel at equilibrium
TERI3		Terrain elevation under middle wheel at equilibrium
TERI4		Terrain elevation under rear wheel at equilibrium
THETA	$\Theta$	Pitch angle of hull (forward pitch is positive)
TIME	$t$	Simulation time
TLENT		Total tire contact length ( = $\sum AL(I)$ )
TLIM		Tire deflection limit
TSTIF	$T_{stif}$	Stiffness factor for tire (see Note 2 in Section 2.2)
WEIGHT	$W$	Equilibrium weight on a tire

<u>Program Variable Name</u>	<u>Symbol</u>	<u>Explanation</u>
WTR2		Equilibrium weight on front tire
WTR3		Equilibrium weight on middle tire
WTR4		Equilibrium weight on rear tire
XC(M)		Distances of the possible contact points from wheel center vertical
XDEL	dx	Distance between the successive ground points
XREAR		X-coordinate of rear wheel center
YB	$Y_b$	Heave displacement of bogie CG
Y0	$Y_0$	Heave displacement of hull CG
Y1		Height of wheel center from ground reference plane
Y2		Terrain elevation at front wheel center
Y3		Terrain elevation at middle wheel center
Y4		Terrain elevation at rear wheel center
YHS		The larger segment in partial contact case (see Figure A-4)
YI1		Initial height of the wheel center from ground reference plane
YI12		Initial height of the front wheel center from ground reference plane
YI13		Initial height of the middle wheel center from ground reference plane
YI14		Initial height of the rear wheel center from ground reference plane
YPLT(M)		Value of the Mth plot variable
YRMS		RMS value of the terrain profile
YSP2	$Y_{sp2}$	Initial deflection of the front suspension
YSP3	$Y_{sp3}$	Initial deflection of the middle suspension
YSP4	$Y_{sp4}$	Initial deflection of the rear suspension

<u>Program Variable Name</u>	<u>Symbol</u>	<u>Explanation</u>
YST2		Initial deflection of the front tires in first three tire models
YST3		Initial deflection of the middle tires in first three tire models
YST4		Initial deflection of the rear tires in first three tire models
YTER(M)		Possible wheel center elevations for rigid tread band
YW	$y_1$	Displacement of wheel center (axle)
YW2	$Y_{w2}$	Displacement of front axle (shaker input signal)
YW3	$Y_{w3}$	Displacement of middle axle (shaker input signal)
YW4	$Y_{w4}$	Displacement of rear axle (shaker input signal)
ZHS		The smaller segment in the partial contact case (see Figure A-4)

## A.2 Subroutine Description

The vehicle simulation program includes 18 subroutines interfaced with the main program as shown in Figure 5. In addition the program needs seven CALCOMP subroutines (INITPLT, AXIS, SCALE, NUMBER, LINE, PLOT and FIN) and one system subroutine (SECOND). Each of these subroutines perform specific functions and therefore the program has a modular structure in which changes can be accomplished just by altering the relevant subroutine and not the whole program. Table A-1 describes briefly functions of each of the subroutines.

In order to understand the programming details of the subroutines dealing with the tire models (POINTC, RTREAD, FPRINT, APRINT, ADORG and ADAPT), with the vehicle model (SUSP and BOGIE), with terrain profile (PROFILE) or with the system state equations (STEQU) a study of reference 1 is a prerequisite. Once such study has been undertaken, details of how the models are incorporated in the computer program can be obtained from the following. Also described in this section are subroutines DYSYS, RKDIF, PSTORE and VPLOTS which deal with dynamic simulation and plotting part of the program. Subroutines IOLAB, IOLABD, IOLAB2 and PROGIO deal with the data input function of the program and are self explanatory. The rest of the subroutines are described, beginning with Main Program.

### A.2.1 Main Program

The main program acts as an interface for various functions of the program. The first function of the program, i.e., data input, is carried out by the main program through subroutines PROGIO and PROFILE. The data obtained from subroutine PROGIO are converted to proper units: i.e., SPEED is converted from mph to ft/sec, YRMS from inch to feet, inflation pressure PRESS from psi to psf and the distributed stiffness AKC from lb/in.<sup>3</sup> to lb/ft<sup>3</sup>.

Index IPHS is then set equal to the dimension of array TER and index LIMP is set equal to the Y dimension of array PLT. Index ISCHEM, which deals with sophistication option in subroutine ADAPT (see A.2.11) is



Table A-1. A Summary of Subroutine Functions

No.	Subroutine	Primary Function	Group
1	IOLAB	Reads header card and writes it	Data read/write
2	IOLABD	Reads data in F format and writes it	
3	IOLAB2	Reads and writes header card with a line skip	
4	PROGIO	Coordinates data input and vehicle parameter printout	Data input
5	PROFILE	Reads terrain profile and processes it	
6	POINTC	Calculates tire forces for point contact model	Tire models
7	RTREAD	Filters profile for rigid tread band model	
8	FPRINT	Filters profile for fixed footprint model	
9	APRINT	Divides tire in sectors for adaptive footprint model	
10	ADORG	Coordinates tire force calculation for adaptive footprint model	
11	ADAPT	Calculates tire forces for adaptive footprint model	Vehicle model
12	SUSP	Calculates suspension forces	
13	BOGIE	Calculates bogie forces	
14	DYSYS	Coordinates dynamic simulation	Dynamic simulation
15	RKDIF	Coordinates Runge-Kutta integration algorithm	
16	STEQU	Provides derivatives of state variables	Plotting
17	PSTORE	Stores variables for plotting	
18	VPLOTS	Produces plots using CALCOMP subroutines	

normally set to 1\*. Index LPHS is equal to 1, indicating, thereby, that subroutine PROFILE is called for the first time.

The main program calculates initial conditions for the dynamic simulation from geometric relationships. Then the simulation is carried out through subroutine DYSYS, and at the end of the simulation the main program terminates the run.

#### A.2.2 Subroutine PROFILE

Subroutine PROFILE reads the terrain elevation data from data cards and processes them according to the requirements of the tire model being used in the particular simulation run. The reading in of the data is accomplished in steps or "phases" in view of the limited core capacity used by the program. The size of the phases is determined by dimensions of arrays TER, OTER, DYX and ODYX which store various aspects of the terrain data. These arrays are dimensioned 500 so that program can fit in a reasonable amount of core space. If the terrain data has more than 500 points, the reading is temporarily halted at end of the first 500 points and the simulation is executed until it uses up the data already read. Then subroutine PROFILE is called again to read additional data and the process is repeated until the simulation is carried out over the complete profile. This phase simulation process is illustrated in Figure A-1 and described below.

Subroutine PROFILE is called initially from the main program, and subsequently it is called from the dynamic simulation routine DYSYS. When the subroutine is called for the first time, or indicated by LPHS, Part 1 is executed.

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\*ISCHEM is set to 2 if more accuracy is required. However, if a cost saving is desired while still employing the adaptive footprint model, ISCHEM is set to 0.

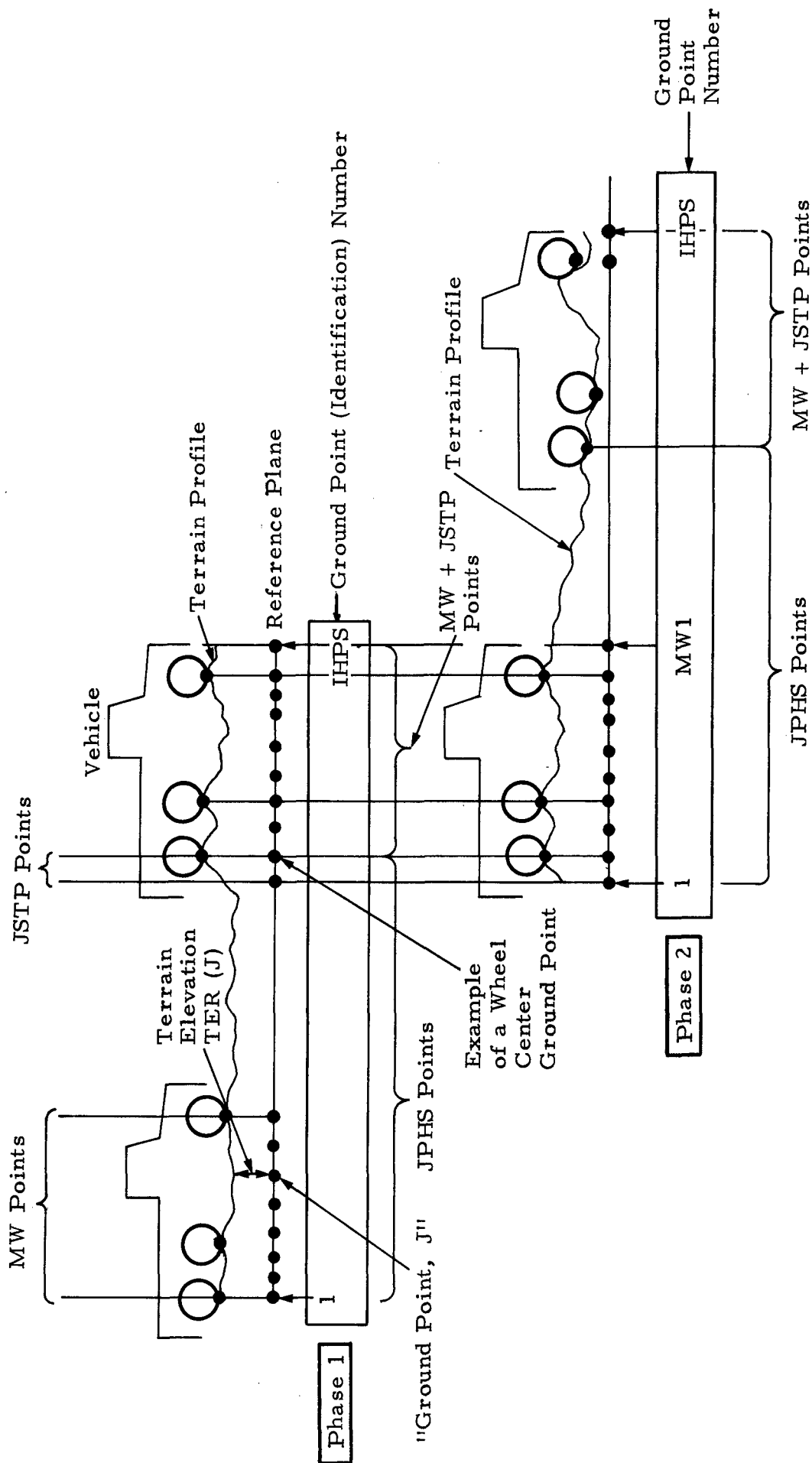


Figure A-1. Reading the Terrain Profile in Phases

Part 1: The following is accomplished in part 1.

- a. Terrain parameters XDEL and JMAX are read.
- b. The numbers of profile intervals between the rear and the front wheel centers (MW), and rear and the middle wheel centers (NW) are determined. The numbers are then adjusted to the nearest integers from the real numbers ((25)-(35)).\*
- c. Simulation parameter FTIME is determined from JFIN, which is the total number of terrain ground points minus the number of points under the truck. Incremental time (time step) DTIME is determined from the speed of the vehicle SPEED and the interval between the ground points XDEL. Finding DTIME this way ensures that the vehicle advances from ground point to ground point as the simulation progresses. The initial time is set to zero.
- d. Adaptive footprint initialization subroutine APRINT is called if ITIRE is 4.
- e. The three more sophisticated tire models (rigid tread band, fixed footprint and adaptive footprint) require knowledge of terrain elevation at JSTP ground points on either sides of the wheel center ground point. The value of JSTP is calculated thus ((45)-(51)):

JSTP = JL = Integer (CONL/2\*XDEL) +1 for fixed footprint model

JSTP = JR = Integer (RAD/XDEL) +1 for rigid tread band and adaptive footprint models

JSTP = 0 for point contact model

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\*Numbers in brackets refer to the corresponding line numbers on the left side of the listing (see A.4).

The value of JSTP is then used to set margins on the ends of a simulation phase.

- f. Because the profile is read from data cards, the number of elevation points read in each simulation phase has to be an exact multiple of the number of data points on each card (say 8). This is ensured by ((54)-(59)).
- g. The number of points to be skipped while storing the data for plotting (NXT) is determined from the starting and stopping values of the plot and size of the plot array ((61)-(62)).
- h. The profile is read and then converted to a profile with correct RMS value ((67)-(69)) (see Note 1 in 2.2).
- i. Index JPHS, which determines the number of steps the dynamic simulation is allowed to progress in a particular simulation phase, is calculated by (71). This value for JPHS ensures that at the end of the simulation phase, the front wheel center stops before the last data point, with JSTP margin left for computation (see Figure A-1).

Part 2: Part 2 is executed only when PROFILE is called subsequently from DYSYS. The major tasks of part 2 are:

- a. The part of the profile under the vehicle is converted to the initial part of the next phase profile, because the rear part of the truck has not yet operated on it ((91)-(92)). This conversion establishes the first MW1 (=MW+1+2 JSTP) points of the next profile, as shown in Figure .
- b. The value of ITEST, i.e., the terrain data points to be read in this phase, is adjusted so that it is divisible by the number of data points on each data card ((78)-(83)).

- c. The value of IPHS, i.e., the total number of ground points in this phase, is adjusted so that the number of new profile data read in does not exceed the total data points left to be read (85).
- d. New terrain data is read (94).
- e. Finally a new value of JPHS, i.e., the number of steps the simulation is to progress in this phase, is determined ((98)-(99)).

Part 3: Part 3 is executed each time subroutine PROFILE is called, and it accomplishes the following tasks:

- a. The terrain data are transferred to a new array, OTER, because array TER stores the filtered profile for the rigid tread band or the fixed footprint tire models ((103)-(104)).
- b. Terrain slopes at each data point is determined by (109) and stored in arrays DYX and ODYX. Array DYX stores the filtered slopes in the next step.
- c. If the rigid tread band tire model is being used, subroutine RTREAD is called. If the fixed footprint tire model is being used, subroutine FPRINT is called. These subroutines filter the terrain profile, and store new elevations in array TER and the slopes in array DYX.

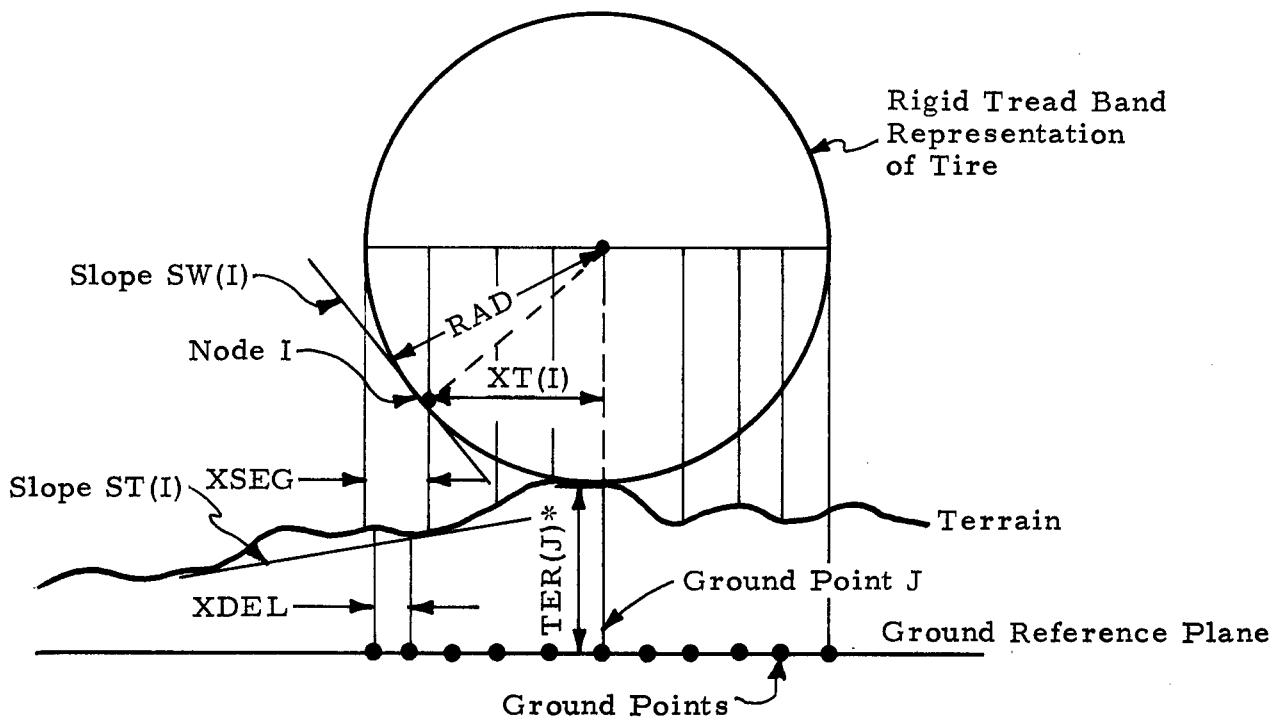
#### A.2.3 Subroutine RTREAD

Subroutine RTREAD filters the profile for the rigid tread band tire model. This task is accomplished by the following steps:

- a. The diameter of the rigid tread band is divided in 2NS equal parts of length XSEG, with value of NS not less than 4, as shown in Figure A-2, ((11)-(15)).

In the Figure

NS = 4  
JPT(I) = -4



\*TER(J) Later Stores  
the Filtered Profile  
and OTER(J) Stores  
the Original Profile

Figure A-2. Parameters for the Rigid Tread Band Model

- b. For each node on wheel periphery, similar to node I in the figure, distance from the wheel center vertical is calculated (18) and stored as XT(I).
- c. Slope of the tire periphery for each node is calculated (21) and stored as SW(I).
- d. For each node, the nearest groundpoint towards rear is determined and its serial number difference from the wheel center ground point (J) is calculated and stored as JPT(I) ((24)-(27)). The value of J is at least JR+1, so that the rear most ground point needed for calculation does not have an unknown elevation.
- e. The slope of the terrain under node I, ST(I), is estimated by linear interpolation of the slope values of the surrounding ground points (37).
- f. The difference between the terrain slope and the periphery slope is calculated and stored as G(I) (40).
- g. The calculations e. and f. are repeated for all 2NS+1 nodes ((32)-(54)).
- h. Index IS(I) is assigned value 0 for negative G(I) and value 1 for positive G(I) ((42)-(44)).
- i. If the sign of G(I) changes from positive to negative going from node I-1 to node I, a contact point may exist between the two nodes. For all such cases, distances of the possible contact points from the wheel center vertical, XC(K), are determined by linear interpolation (52).
- j. The terrain slopes at the possible contact points are also determined from linear interpolation and stored as DYC(K) (53).



- k. Terrain elevations at the possible contact points are found by linear interpolation from the nearest ground point on the rear and stored in array TPT (61).
- l. Elevation of the wheel center for each possible contact point is found and stored as YTER(I), for  $I = 1, K$  (62).
- m. The largest value of YTER(I), from the values calculated in the previous step, is the actual wheel center elevation and the corresponding contact point slope is DYC(I). The values of YTER(I) and DYC(I) thus found are transferred to arrays TER(J) and DYX(J) respectively ((67)-(72)). These values represent the filtered terrain profile elevation (plus a radius bias) and the filtered profile slope corresponding to the ground point J.
- n. The steps e. to m. are repeated for ground points from JR+1 to IPHS-JR ((30)-(74)).
- o. The elevations for the ground points 1 to JR and IPHS-JR+1 to IPHS are assumed to be equal to those for ground points JR+1 and IPHS-JR respectively. The corresponding slopes are assumed to be zero ((74)-(81)).
- p. Finally the radius bias is removed from the entire filtered profile ((83)-(84)).

#### A.2.4 Subroutine FPRINT

The profile is filtered for the fixed footprint model by subroutine FPRINT. This is accomplished by determining averages of the terrain elevation and the terrain slope under footprint of the tire.

To initiate the filtering process, indices JL and MFF are calculated from size of the footprint length CONL. The limits for the calculation are set from ground point number JL+1 to number IPHS-JL so that there are enough margins left when the averages at the end points of a terrain data

record are calculated. Averages for terrain elevation and slopes are then obtained by adding the ground point elevations and slopes under the tire footprint and dividing the sums by the total number of ground points under the footprint - MFF ((13)-(22)). The averages thus obtained are stored in arrays TER and DYX. Also, just as for the rigid tread band model, the filtered elevations for the ground points 1 to JL and IPHS-JL+1 to IPHS are assumed to be equal to those for points JL+1 and IPHS-JL respectively. The slopes for these groundpoints are assumed to be zero ((23)-(29)).

#### A.2.5 Subroutine APRINT

When the adaptive footprint tire model is being used, subroutine APRINT is called from subroutine PROFILE to divide the wheel into pie shaped sectors and to calculate various parameters associated with the sectors. In dividing the wheel into sectors, only a part of the wheel most likely to be in contact with the ground (say  $\pm 30^\circ$  from the vertical) is considered. The number of divisions are selected to be 19 (=NAD2) and the size of each sector then is  $60^\circ / 19 = 3.15^\circ$ . The sectors are arranged so that the center line of the middle sector is vertical.

For each of the NAD2 sectors, sector angle ADTH(I), i.e., the angle made by the sector center line with the vertical, is calculated (see Figure A-3). Other parameters calculated are sine of the angle (ADST(I)), cosine of the angle (ADCT(I)), tangent of the angle (ADTT(I)), number of ground points in the sector center line projection (NSG(I)) and ADDX(I) (shown in Figure A-3). These parameters are constants and therefore they are not recalculated during the simulation.

#### A.2.6 Subroutine DYSYS

The dynamic simulation part of the program is coordinated by subroutine DYSYS. Dynamic simulation includes integrating the differential equations describing the vehicle behavior (state equations) and providing the results in appropriate form to various output devices. To perform integration, DYSYS calls subroutine RKDIF (described in A.2.7) which incorporates a fourth order Runge-Kutta numerical integration scheme. The differential

equations needed for integration are, however, stored in subroutine STEQU, which is called four times every time step by RKDIF to obtain updated values of the derivatives of the variables. As the integration progresses, the results are supplied to:

- a. The printer (after every MM time steps)
- b. Subroutine PSTORE, which stores values of the variables to be plotted. (The plots are later produced by subroutine VPLOTS called at the end by DYSYS.)
- c. The card punch, to prepare records of the axle displacements.

Selected variables can also be stored on magnetic tape by adding a few cards as described in A. 3. These variables can then be processed by program SPEC.

With this introduction, the individual steps in the subroutine are explained in the following:

- a. Equilibrium deflections of the tires (YST2, YST3, and YST4) and the suspensions (YSP2, YSP3, and YSP4) are determined in ((29)-(38)) if any of the first three tire models are being used. If the adaptive tire model is being used the procedure is as follows:
  - (1) Initial height of the tire center, Y1, is selected to be equal to two times the radius plus the terrain elevation under the tire center (TER(JGR)). (See Figure A-3.)
  - (2) Subroutine ADAPT is called to determine the vertical force, FYY, on the tire.
  - (3) The vertical force is compared with the equilibrium weight on the tire, i.e., WTR2, WTR3 or WTR4, depending on the position of the tire in the vehicle.

- (4) If FYY is less than the weight, the tire center is moved down by 0.3 inches and the procedure is repeated from (2).
  - (5) If FYY is more than the weight, the tire center is moved up by 0.3 inches.
  - (6) Subroutine ADAPT is called to determine FYY.
  - (7) If FYY is less than the equilibrium weight, the tire center is moved down by 0.03 inches and the step (6) is repeated.
  - (8) If FYY is more than the equilibrium weight, the wheel center height is stored as YI12, YI13 or YI14 depending on whether the tire is in front, middle or rear of the vehicle.
- b. System subroutine SECOND is called (before and after the simulation) to determine the wall clock time required to execute the simulation.
  - c. Subroutine STEQU is called to initialize derivatives of the state variables and other variables involved in the state equations (such as forces on the vehicle). These initial values are then printed in the simulation output. If the user requires plots of the variables starting from the equilibrium values, subroutine PSTORE is also called ((75)-(134)).
  - d. Subroutine RKDIF is called to numerically integrate the state variables and generate values of the variables at the next time step (137).
  - e. The variables are printed (after every MM time steps) ((126)-(131)). The selected variables are also stored for plotting ((160)-(169)).
  - f. The values of time (TIME) and axle displacements (YW2, YW3 and YW4) are stored on an intermediate tape (TAPE 8) and punched ((122) and ((179)-(191))). The intermediate tape is used so that

more than one set of data can be stored on each card. (The data on these cards can later be transferred to another mass storage medium, such as paper tape or magnetic disc.)

- g. Steps d. to f. are repeated for every time step until the vehicle reaches the end of the section of the profile already read (i.e., end of a phase of the simulation is reached).
- h. Subroutine PROFILE is called to read additional profile data ((153)-(155)).
- i. Steps d. to h. are repeated until end of the profile is reached, as indicated by  $TIME \geq FTIME(100)$ .
- j. If plots are requested, the plotting subroutines are initiated by calling INITPLT. The origin is fixed by calling PLOT two times and subroutine VPLOTS is called to generate the plots. The plotting is terminated by calling FIN.

#### A.2.7 Subroutine RKDIF

RKDIF is a numerical integration subroutine which calculates the values of the state variables at time  $t+dt$ , given the values at time  $t$ , using a 4th order Runge-Kutta method. The integration scheme is summarized below.

- a. The iteration procedure starts with the values of the state variables  $y_1, y_2$ , etc., at time  $t$ .

$$y_i(t) \quad i = 1, n$$

- b. The slopes  $Dy_i(t)$  are then determined from  $y_i(t)$  by calling STEQU.

$$Dy_i(t) = dy_i(t)/dt$$

- c. The values  $y_{i1}$  at time  $t + \frac{dt}{2}$  are then determined,

$$y_{i1} = y_i + Dy_i \cdot dt/2$$

- d. The slopes  $Dy_{i1}(t + dt/2)$  are then determined by calling STEQU and using the values of  $y_{i1}$  found in c. above.

- e. The values  $y_{i2}$  at time  $t + dt/2$  are then determined

$$y_{i2} = y_i + Dy_{i1} \cdot dt/2$$

- f. The slopes  $Dy_{i2}(t + dt/2)$  are then determined from STEQU using the values of  $y_{i2}$  found in e. above.

- g. The values  $y_{i3}$  at time  $t + dt$  are then determined

$$y_{i3} = y_i + Dy_{i2} \cdot dt$$

- h. The slopes  $Dy_{i3}$  at time  $t + dt$  are then determined from STEQU using the values of  $y_{i3}$  found in g. above.

- i. Finally, the values of the state variables at time  $t + dt$  are found as follows

$$y_i(t + dt) = y_i(t) + (Dy_i + 2Dy_{i1} + 2Dy_{i2} + Dy_{i3}) dt/6$$

#### A.2.8 Subroutine STEQU

This subroutine incorporates the differential equations describing the vehicle motion (state equations) in terms of the state variables and forces on the vehicle components. In order to update values of the derivatives, subroutine STEQU obtains the current values of the state variables from subroutine RKDIF. From these values, forces acting on the tires, suspensions bogie and hull are obtained by calling subroutines POINTC (for the first three

tire models), ADORG (for the adaptive footprint model), SUSP and BOGIE. The derivatives of the state variables are then obtained from the state equations (i.e., equation 1, 2, 4, 39, 41 and 43 in Appendix B of reference 1). The accelerations are calculated directly from the derivatives of the state variables, with the exception of the bogie heave acceleration which is obtained from equation 7 in Appendix B of reference 1.

#### A.2.9 Subroutine POINTC

Subroutine POINTC determines the vertical and horizontal forces acting on each tire using the point contact tire model. For the rigid tread band model (or the fixed footprint model) the profile is first filtered by subroutine RTREAD (or FPRINT) and then the filtered profile is used to obtain the forces from subroutine POINTC. The task is performed by the following steps:

- a. Terrain elevation and time rate of change of elevation under each tire is determined ((20)-(25)). In these equations index KPHS represents the ground point under the rear wheel center. Adding NW and MW to KPHS gives ground points under the middle and the front tires respectively.
- b. The vertical forces on the tires are determined from the point contact model equations (see reference 1, Appendix A) ((28)-(44)). Equilibrium tire deflections YST2, YST3 and YST4 used in the equations are precalculated in subroutine DYSYS.
- c. The horizontal forces on the tires are obtained by multiplying the vertical forces by the appropriate profile slopes ((47)-(49)).

#### A.2.10 Subroutine ADORG

This subroutine coordinates calculations of the vertical and horizontal tire forces for the adaptive footprint tire model. The force calculations are actually carried out by subroutine ADAPT, but they are in terms of general displacement, velocity and force variables. These general

variables are converted, in subroutine ADORG, to specific variables for the front, middle and the rear tires, as summarized in Table A-2. Of these variables, Yl (elevation of the wheel center from the ground reference plane, see Figure A-3), JGR (ground point under the wheel center) and DYW (heave velocity of the wheel center) are needed by subroutine ADAPT to carry out the force calculations. Therefore, subroutine ADORG assigns these general variable names to the specific variables for the front, middle and rear tires. Subroutine ADAPT is called next, for each of the three tire positions and the resulting general force variables, FXX and FYY are converted to specific variable according to Table A-2.

Table A-2. Conversion of General Tire Variables to Specific Variables

General Variables	Specific Variables		
	Front Tires	Middle Tires	Rear Tires
FYY	FV2	FV3/2*	FV4/2*
FXX	FH2	FH3/2*	FH4/2*
YW	YW2	YW3	YW4
DYW	DYW2	DYW3	DYW4
YI1	YI12	YI13	YI14
JGR	KPHS+MW	KPHS+NW	KPHS
*Forces FV3, FV4, FH3 and FH4 are for tire pairs.			

#### A.2.11 Subroutine ADAPT

Subroutine ADAPT determines the horizontal and the vertical forces acting on tires, using the adaptive footprint tire model. There are two parts to the calculations:

- a. Geometric calculations
- b. Force calculations



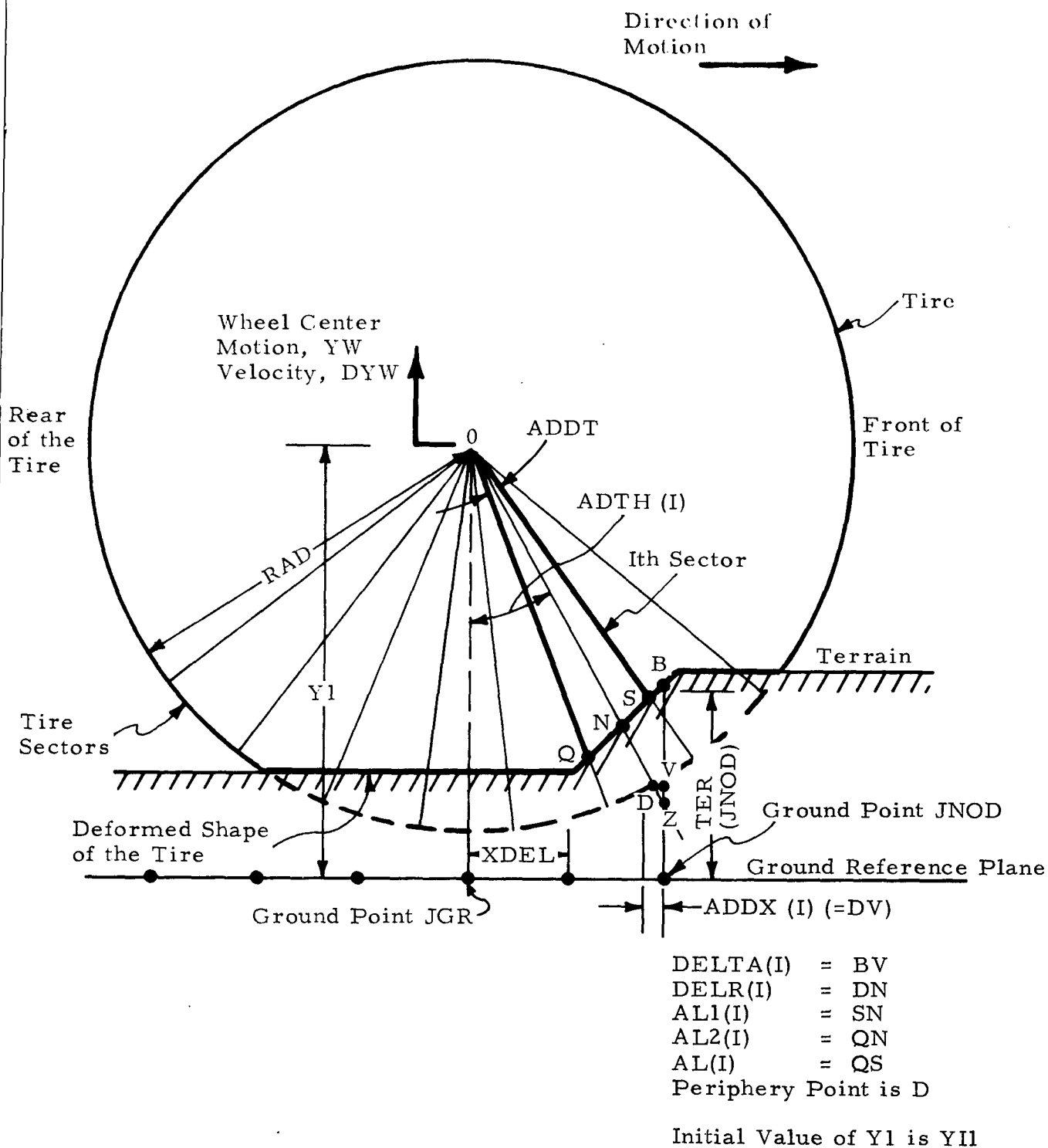


Figure A-3. Sector Calculations for the Adaptive Footprint Model

The geometric calculations deal with obtaining radial deflections and contact lengths for the tire sectors in contact with the ground. The force calculations use the geometric parameters thus determined to obtain various force components for the tire sectors and then the total horizontal and vertical forces at the tire center.

Before commencing the calculations, the storage arrays are cleared and index IBACK is set to zero. Setting IBACK to zero indicates that the calculations will start from the bottom sector ( $I=1$ ) and progress towards the front of the tire (see Figure A-3). After all the sectors in contact with the ground are considered, IBACK is set to 1 and the calculations proceed along the rear of the tire.

Part 1 - Geometric Calculations ((47)-(109)) - There are three choices of accuracy available to the user in the geometric calculations. The choice is indicated by selecting a value of ISCHEM. For ISCHEM=0, an algorithm with low accuracy is used, where as ISCHEM=2 indicates choice of an accurate but expensive algorithm. Normally ISCHEM=1 is used, which means that an algorithm with an in between accuracy and cost will be used.

ISCHEM=0: The geometric relations used in obtaining the radial deflection, DELR(I), and the contact length, AL(I) (see Figure A-3), for sector I are approximate.

$$\begin{aligned} \text{DELR}(I) &= \text{DELTA}(I) * \text{ADCT} \\ \text{AL}(I) &= (\text{RAD} - \text{DELR}(I)) * \text{ADDT} \end{aligned}$$

These calculations also presume that the ground contact is continuous and includes the bottom point of the tire.

ISCHEM=1: More complex and accurate relations are used in determining the radial deflections and the contact lengths of the tire sectors. The accuracy is also improved by including, in the contact length calculations, the sectors which are only partly in ground contact. However, it is still assumed that the ground contact is continuous and includes the bottom point of the tire.

ISCHEM=2: This scheme is identical in all respects to the above scheme, except that the ground contact may now be discontinuous and may not include the bottom point of the tire.

The steps involved in the geometric calculations are then summarized in the following:

- a. Sector number I is set to 1 (bottom sector).
- b. Ground point number corresponding to each sector is determined and stored as JNOD.
- c. Slope of the profile under the sector is determined from the stored data ((50)-(52)). If the sector is on the forward side, the slope is calculated corresponding a ground point ahead of the sector ground point to improve accuracy.
- d. Vertical deflection DELTA(I) is calculated (55) from the geometric relations between the variables shown in Figure A-3.
- e. Radial rate of deformation of the sector, DDEL(I) is determined by subtracting the radial velocities of the two ends of the sector (56).

- f. If ISCHEM=0, the radial deflection and the contact length are found from the approximate model ((78)-(81)) and the calculations are moved to step l. For this approximate model, APhi(I) is considered to be equal to ADTH(I), and the sector is considered to be out of ground contact if DELR(I) is negative (see step p.).
- g. For any of the following conditions, the accurate geometric calculation algorithms tend to become unstable and therefore the calculations are performed according to the approximate model.
- (1)  $||\text{APHI(I)} - \text{ADTH(I)}| - \pi/2| < 0.1$  (radian)
  - (2)  $||\text{APHI(I)} - \text{ADTH(I)} + \text{ADDT}/2| - \pi/2| < 0.1$
  - (3)  $||\text{APHI(I)} - \text{ADTH(I)} - \text{ADDT}/2| - \pi/2| < 0.1$
- h. For I=1, i.e., the bottom sector, DELR(I) is equal to DELTA(I) (61). For I≠1, DELR(I) is ND in Figure A-3 and it is determined by geometric relationships in triangles BNZ and DVZ (63).
- i. If DELR(I) is positive, IDAMP(I) is set to 1 so that the sector will be considered in damping force calculations. If DELR(I) is negative, the sector is considered for partial contact, as described in step m. If DELR(I) is more than the radius of the tire, the accurate algorithm is considered unstable and the approximate algorithm described in step f. is used.
- j. The contact lengths AL1(I) and AL2(I) (i.e., SN and QN in Figure A-3) are determined from geometric relationships in triangle OQS ((70)-(71)). If either AL1(I) or AL2(I) is more than DELR(I), the sector is considered to be in partial contact as described in step m.

- k. The contact length  $AL(I)$  is found by adding  $AL1(I)$  and  $AL2(I)$ .
- l. The value of  $I$  is incremented by 1, and if  $I$  is less than the total number of sector,  $NAD2$ , the procedure is repeated from step b.
- m. The sectors which have exhibited:
  - (1)  $DELR(I)$  negative
  - (2) Either  $AL1(I)$  or  $AL2(I)$  less than  $DELR(I)$

are considered for partial contact ((97)-(109)). For determining the partial contact lengths, difference between  $APHI(I)$  and  $ADTH(I)$  is stored as  $DIFPT$ .

- n. If  $DIFPT$  is negative and (1)  $DELR(I)$  is negative, the sector is considered out of ground contact and process moves to step p. (2)  $DELR(I)$  is positive, the sector is considered to be in full contact and the process moves to step k.
- o. Terms  $ZHS$  and  $YHS$  are determined from the geometric relations shown in Figure A-4. If  $ZHS > YHS$ , the sector is considered to be completely in ground contact and the process moves to step k. Otherwise,  $AL(I)$  is found by adding  $ZHS$  and  $YHS$  and dividing the sum by  $\cos(DIFPT)$ . If  $AL(I)$  is found to be negative, the sector is considered out of ground contact and the process moves to step p.
- p. If there is no sector-ground contact,  $DELR(I)$  and  $AL(I)$  are set to zero. In case of  $ISCHEM=0$  or 1, no sector-ground contact means that there is no more contact in front of the tire and the calculations are

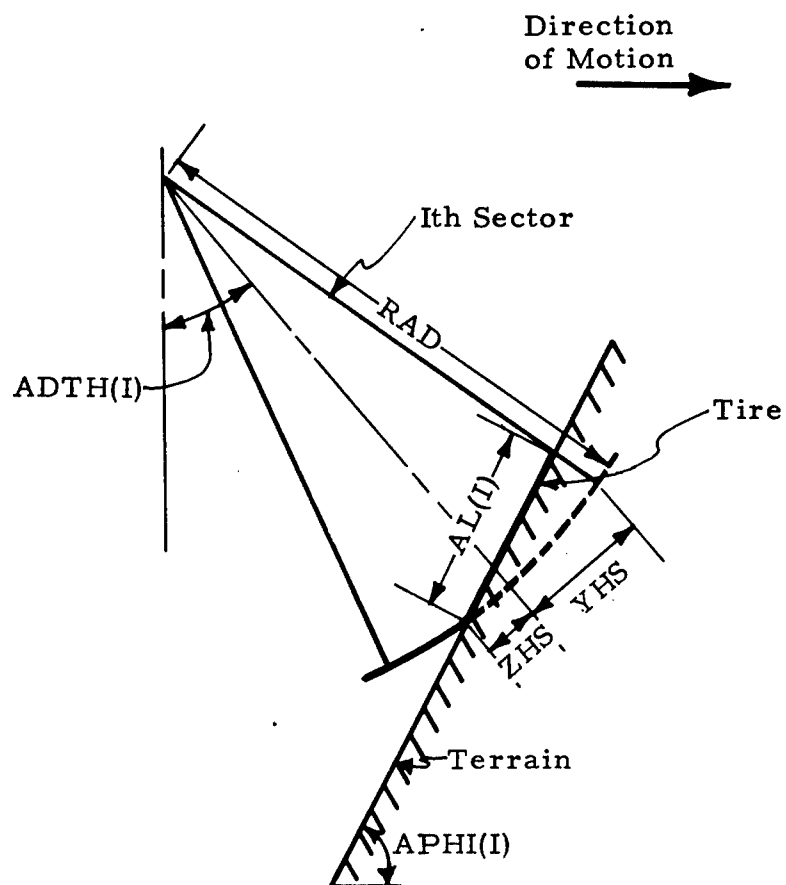


Figure A-4. Tire Sector in Partial Contact

repeated for the rear sectors ( $I=NBACK$ ) by starting from step b. ((93)-(94)). If, however, the rear sectors have also been considered, as indicated by  $IBACK=1$  (91), the calculations for Part 1 are completed and Part 2 is executed as described below.

For  $ISCHEM=2$ , no such end of contact is assumed and all the sectors are considered for possible multiple contacts. Therefore, the process is transferred to step 1.

Part 2 - Force Calculations ((113)-(131)) - After the geometric calculations are completed, Part 2 of the subroutine is executed. The force calculations considered in Part 2 involve determining the pressure, stiffness and damping forces for each sector, finding their components perpendicular and horizontal to the ground, eliminating the negative perpendicular forces and finally determining the inertial vertical and horizontal forces ( $FYY$  and  $FXX$  in Figure A-5). The steps in detail are:

- a. Forces  $FXX$ ,  $FYY$  and contact length  $TLENT$  are set initially to zero. These parameters are determined by performing addition of the force components and the sector contact lengths using a DO loop ((116)-(131)).
- b. Pressure force for a particular sector,  $FP(I)$  (see Figure A-5) is determined by multiplying the tire pressure to the sector contact area (118).
- c. Carcass stiffness force,  $FKT(I)$ , is determined by integrating the incremental stiffness force along the radial deflection (121).
- d. Damping force,  $FBT(I)$  is determined from the distributed damping constant  $ABC$  and the rate of sector deformation calculated in step e. of Part 1. If the sector is not in the ground contact,  $IDAMP(I)$ , and subsequently  $FBT(I)$ , are zero (125).

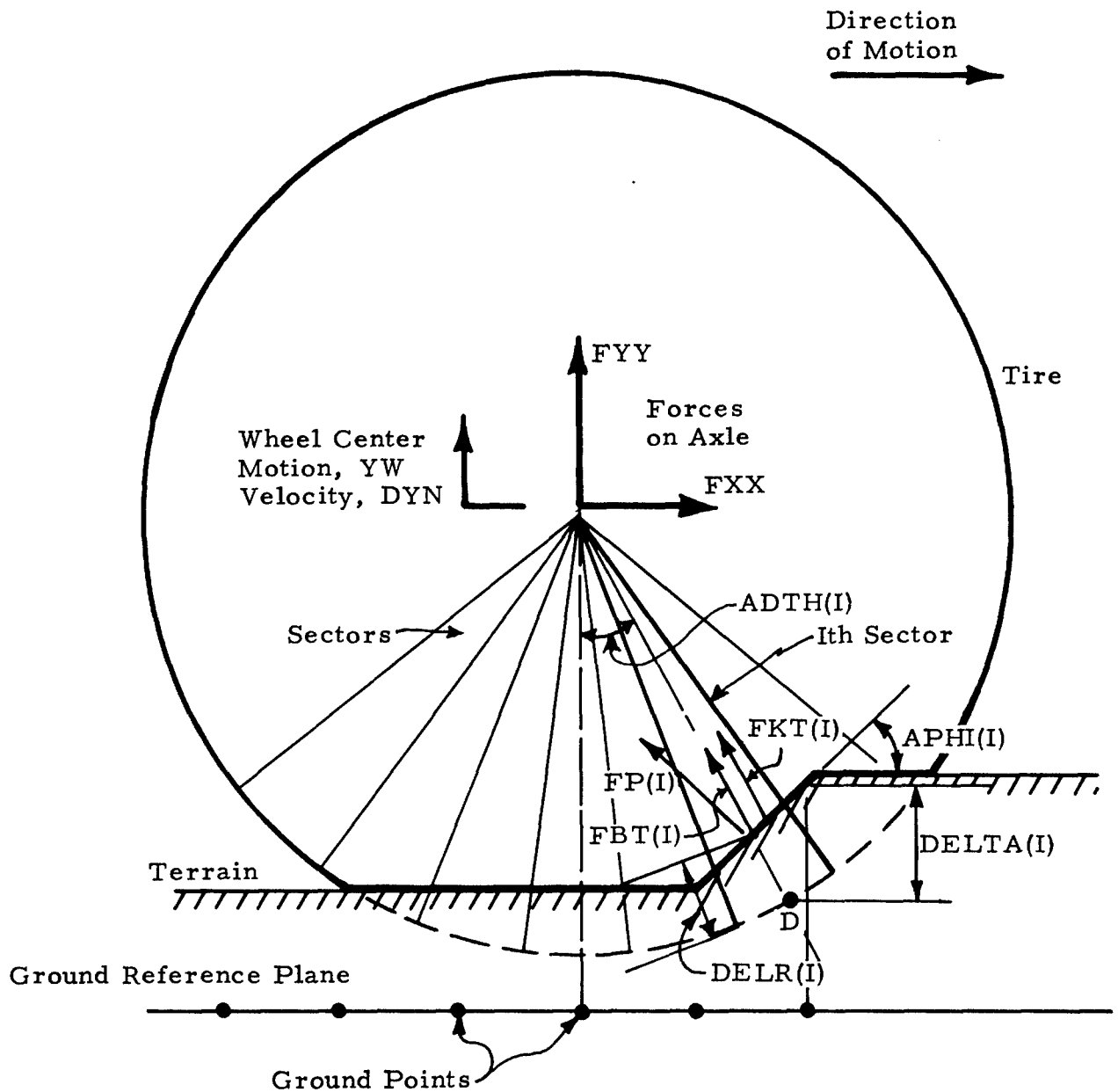


Figure A-5. Tire Forces in the Adaptive Footprint Model



- e. Total sector force normal to the ground,  $FNG(I)$ , is found by adding the components of the pressure, stiffness and damping forces. Since only the compressive forces can be transmitted between the tire sector and the ground,  $FNG(I)=0$ , if  $FNG(I) \leq 0$ .
- f. Total sector force horizontal to the ground,  $FHG(I)$ , is found similarly.
- g. Vertical sector force is found from components of the forces vertical and horizontal to the ground. The sector forces are added to give  $FYY$ .
- h. Horizontal sector forces similarly give  $FXX$ .

The end products of Part 2, and that of the subroutine, are the vertical force,  $FYY$ , and the horizontal force,  $FXX$ , exerted by the tire on the axle.

#### A.2.12 Subroutine SUSP

Subroutine SUSP calculates the forces in the suspensions according to the following steps:

- a. Displacements and velocities of both ends of the suspensions are required to calculate the forces. Those for the bottom ends are available directly from the state variables  $YW2$ ,  $YW3$ ,  $YW4$  and  $DYW2$ ,  $DYW3$ ,  $DYW4$ . The displacements and velocities for the top ends are calculated from equations 13, 16, 23, 24, 27, 28, 34 and 37 in Appendix B of reference 1.
- b. Leaf spring stiffness forces are calculated from equations 10, 11, 20, 21, 31 and 32 of the reference report and leaf spring dry friction forces are calculated from equations 14, 15, 25, 26, 35 and 36. It should be noted that the dry friction factor,  $FRSF$ , is

assumed to be 0.05, which means that the dry friction force is 5 percent of the instantaneous sprint force and opposes the velocity.

- c. Stop contact forces are calculated from equations 18, 29 and 38.
- d. Viscous damper force for the front suspension is calculated from equation 17.
- e. Finally the forces are added to give the total suspension forces according to equations 9, 19 and 30. The horizontal forces are obtained from equations 40, 42 and 44.

#### A.2.13 Subroutine BOGIE

Subroutine BOGIE calculates the frame stop forces and the forces acting on the bogie.

- a. The stop forces, determined from equations 45, 46, 47, and 48, are assumed to act on the unsprung masses. This is so because the bogie in the model represents just the inertial properties of the suspension springs. The stiffness and the damping properties of the spring are represented by the middle and the rear suspensions. The stop forces act on the ends of the spring and therefore on the unsprung masses at the other ends of the suspensions in the model.
- b. The horizontal and the vertical forces transmitted by the bogie to the hull are calculated using equations 5 and 8, respectively.

#### A.2.14 Subroutine VPLOTS

Subroutine VPLOTS includes the CALCOMP plotting subroutines, which are executed to produce plots of the variables stored by subroutine PSTORE in array PLT. The data for the Y axis of the plots are obtained from PLT (IPLN, I), where IPLN is the number of the plot. These data are

transferred to array A(I) in subroutine VPLOTS. Similarly the X axis data stored in PLT(9,I) are transferred to array B(I). Number YPN, which represents the particular variable being plotted according to the list in Table 3, is written on the Y axis of the plot.

The rest of the subroutine consists of calling the standard CALCOMP subroutines SCALE, AXIS, NUMBER, LINE and PLOT.

#### A.2.15 PSTORE

Subroutine PSTORE stores the variables to be plotted, which are selected by the user by punching 1 in appropriate columns of card No. 56 (see 2.2). The column numbers correspond to the variable numbers in Table 3, and are stored in array NPLT(J), J=1, NPLTM, where NPLTM is the total number of plots desired.

When PSTORE is called, the system variables available for plotting are converted to an appropriate member in array YPLT(M), where M corresponds to the variable number in Table 3. Then if the Mth variable is to be plotted, YPLT(M) is converted to PLT(J,IXT) where J=1, NPLTM and IXT is the plot point number supplied by DYSYS.

Simultaneously X axis data are stored in array PLT (9,IXT). The X axis can either be XREAR (the X coordinate of rear wheel center) or TIME. The user makes the selection by punching appropriately in column 41 of card 56, and thereby setting the value of IXAX.

### A.3 Associated Programs

The programs described in this appendix can be used in conjunction with the vehicle simulation program as described in Figure 3. Program GRND can be used to generate a profile if such data are not available, whereas, program SPEC can be employed to determine spectral densities of various variables associated with the simulation.

#### A.3.1 Program GRND

##### A.3.1.1 Description

This program generates a ground profile in terms of elevations at specific intervals. The spectral density of the generated profile is given by

$$S_{y_0}(\Omega) = A/\Omega^2; \frac{2\pi}{\lambda_1} < \Omega < \frac{2\pi}{\lambda_2}$$

$$= 0 \text{ elsewhere}$$

where  $\Omega$  is a reduced frequency given by:

$$\Omega = \omega/V = 2\pi/\lambda$$

and  $\lambda_1$  and  $\lambda_2$  are cut-off wavelengths, selected to be  $\lambda_1 = 57$  feet and  $\lambda_2 = 2$  inches.

From the definition of power spectral density

$$\overline{y_0^2} = \int_{-\infty}^{\infty} S_{y_0}(\Omega) d\Omega$$

The details of the computation required to generate the profile is available in Appendix C of reference 2 and therefore it is not repeated here.

The parameters XX, XX1, XX2, YY, YY1 and YY2 in the program are random numbers, selected from random number tables. These random numbers are used to obtain PHI(K) ( $=\phi_k$  in reference 2) and THETA(K) ( $=\delta\Omega_k \cdot 20 / (\Omega_k \cdot \Delta\Omega_k)$ ). The discrete reduced frequencies  $\Omega_k$  are calculated such that the log scale from  $\Omega_1 = 0.11$  to  $\Omega_{150} = 35.4$  is divided equally in 149 parts. For each frequency,  $\Omega_k$ , the profile spectral density ( $A/\Omega_k^2$ ) is determined and stored as S(K).

Subroutine EVALFN is called for each of the 5000 ground points to calculate terrain elevation using the 150 discrete frequencies obtained earlier. The calculated elevations are punched on data cards in an 8E10.3 format. The mean square value of the profile (SIGMA2) is calculated by numerical integration and it is printed to help confirm validity of the generated profile. Also printed are the total number of elevation values which lie in each of the 40 bands of elevation magnitude, spread between  $-2\sigma$  ( $\sigma = \text{RMS value of the profile} = \sqrt{\overline{y_o^2}}$ ) to  $+2\sigma$ . This table is useful in determining probability distribution of the profile.

#### A.3.1.2 Inputs

There are essentially only two inputs to the program, assuming that the profile spectral density shape is not changed.

- a. XDEL, i.e., the interval at which the elevations are determined. It is selected to be 0.1 foot.
- b. A, i.e., the ground roughness parameter. It is selected as 0.1105, so that the RMS value of the profile elevation is 1 foot. Since the terrain-tire-vehicle simulation program converts the generated profile to a profile with the user selected RMS value, the value of A used in the profile generation program may not be changed.

#### A.3.1.3 Outputs

The following are the program outputs.

- a. A deck of cards with the terrain elevation coordinates in 8E10<sup>3</sup> format.
- b. Mean square value of the profile elevation.
- c. The distribution of profile elevation (G(M)).

#### A.3.1.4 Listing

Printed on the following pages.

```

1      PROGRAM GRND(INPUT,OUTPUT,TAPE3=INPUT,TAPE6=OUTPUT,PUNCH)
C      PROGRAM TO GENERATE TERRAIN PROFILE
COMMON PHI(150),THETA(150),OMEGA(150),OMEGAP(150),S1(150),S(150)
1      DIMENSION XX(50),YY(50),XX1(50),YY1(50),XX2(50),YY2(50)
1      DIMENSION G(40),GMF(40)
1      DIMENSION F(5000),DFDX(5000)
1      DATA XX/6.25,4.93,4.96,4.48,2.53,6.81,5.21,3.00,0.15,4.94,0.11,
1      1 2.34,5.18,5.91,5.81,3.58,4.65,5.00,4.57,4.08,0.59,5.55,1.90,
2      2 2.81,4.41,6.16,0.48,3.24,3.99,5.56,5.68,0.23,2.71,3.62,3.40,
3      3 3.20,5.70,6.06,1.50,4.88,6.00,1.25,1.79,3.15,2.08,0.82,2.63,
4      4 5.39,4.61,2.21/,
5      5 MY/-53.0,50,-.47,0.79,-.42,0.05,-.31,0.94,-.60,.35,-.29,-.23,
5      5 .21,.53,.22,.49,.30,-.75,.73,.56,-.55,-.46,
1      1 -.05,-.14,.64,.57,.19,.67,.28,-.73,.41,.73,.25,.68,-.94,
2      2 -.05,.50,.21,-.75,.48,-.92,.97,.52,.44,-.32,-.46,.78,.86,
2      2 -.10,.29/
1      DATA XX1/3.66,2.78,5.37,4.21,5.93,2.63,4.96,1.11,0.91,
4      4 5.94,5.71,3.60,4.86,5.15,6.10,4.38,4.43,5.08,3.53,1.42,
5      5 4.36,5.18,2.81,4.32,4.65,2.00,2.69,0.07,4.15,3.12,3.32,1.24,
5      5 1.13,2.59,1.37,1.28,3.60,3.90,0.03,3.84,2.64,5.45,
6      6 5.66,5.82,1.44,2.22,5.60,2.26,1.22,1.29/,
1      1 YY1/-80,.66,-.21,.02,-.66,-.19,-.01,.43,-.27,.29,-.22,-.39,
2      2 .88,.74,-.09,.33,.97,.89,-.60,-.77,-.84,.48,.05,.63,-.31,.81,
3      3 .39,.63,.98,-.59,.45,-.34,.83,.70,-.55,.51,.86,.85,.89,-.39,
4      4 -.01,.13,.41,.87,-.42,.76,.36,-.53,.53,.47/,
1      1 XX2/1.04,2.23,2.41,4.21,3.75,2.89,.94,1.03,.71,5.10,.23,10.5,21,
2      2 .70,.86,5.41,3.26,2.93,2.42,96.07,.53,.05,2.59,.97,1.79,4.55,
3      3 1.45,3.49,5.39,.89,1.56,1.50,4.65,4.83,3.99,.69,1.43,3.68,4.03,
5      5 6.11,1.27,2.13,5.40,5.39,5.84,3.23,2.70,3.30,2.05/,
1      1 YY2/51,.86,.85,.39,-.39,-.01,.13,.41,.87,-.42,.76,.36,-.53,-.47,
2      2 .47,-.14,-.19,-.85,-.89,-.41,.80,-.52,-.77,.50,.25,.79,-.18,
3      3 -.34,-.31,.26,-.80,.54,.43,.72,-.92,-.41,.84,.64,-.85,.22,
4      4 .70,.03,.33,.96,.91,-.31,.14,-.81,.77,.95/
C***DATA
XDEL=0.1
A10.1105
C*****
DO 11 I=1,50
11 I=I+50
12 I=I+100
PHI(I)=XX(I)
PHI(I1)=XX1(I)
PHI(I2)=XX2(I)
THETA(I)=YY(I)
THETA(I1)=YY1(I)
THETA(I2)=YY2(I)
11 CONTINUE
EL3=1./36.
OMG1=(2.**EL3-1.)/(2.**EL3)
EL=19./36.
OMG1=0.078125*(2.**EL)
DO 3 K=1,150
AK=K
EL2=(AK-1.)/18.
OMEGAP(K)=OMG1*(2.**EL2)
OMEGAP(K)=OMEGAP(K)*(.1+THETA(K)*OMG1/20.)
S(K)=A7*(OMEGAP(K)**2)

```

01/13/78 11.03.54

FTN 4.6+433B

PROGRAM GRND 74/74 OPT=1

```

60      S1(K)=(2.*S(K)*DMG1*OMEGA(K))**.5
      5 CONTINUE
      DO 2 MM=1,5000
      M=MM-1
      X=XDEL*M
      CALL EVALFN(F(MM),DFOX(MM),X)
      2 CONTINUE
      PUNCH 17,(F(11),11=1,5000)
      17 FORMAT(8E10.3)
      SIGMA2=0.
      DO 15 K=1,150
      15 SIGMA2=SIGMA2+S(K)*DMG1*OMEGA(K)
      WRITE(6,32) SIGMA2
      32 FORMAT(F15.8)
      SIGMA=SQRT(SIGMA2)
      DELTA=SIGMA/10.
      DO 90 M=1,40
      G(M)=0.
      90 CONTINUE
      DO 100 M=1,40
      UPBND=-2.*SIGMA+M*DELTA
      BNLOW=-2.*SIGMA*(M-1)*DELTA
      DO 100 I=1,5000
      IF(F(I))LT.BNLOW)GO TO 100
      IF(F(I).GE.UPBND)GO TO 100
      G(M)=G(M)+1
      100 CONTINUE
      100 WRITE(6,56)      G(M)*
      55 FORMAT(*
      DO 110 M=1,40
      WRITE(6,55)M,G(M)
      55 FORMAT(I6,F15.8)
      110 CONTINUE
      END

```



```
1  SUBROUTINE EVALFN(FF,OFF,XI
COMMON PHI(150),THETA(150),OMEGA(150),OMEGAP(150),S1(150)
FF=0.
OFF=0.
5  DO 1 K=1,150
FF=FF+S1(K)*(COS(OMEGAP(K)*X+PHI(K)))
OFF=OFF-S1(K)*OMEGAP(K)*(SIN(OMEGAP(K)*X+PHI(K)))
1  CONTINUE
RETURN
END
10
```

# Output

```

.99703103
5(M)
1 33.00000000
2 35.00000000
3 51.00000000
4 77.00000000
5 74.00000000
6 64.00000000
7 97.00000000
8 102.00000000
9 108.00000000
10 121.00000000
11 137.00000000
12 137.00000000
13 171.00000000
14 173.00000000
15 155.00000000
16 137.00000000
17 156.00000000
18 159.00000000
19 146.00000000
20 150.00000000
21 144.00000000
22 159.00000000
23 157.00000000
24 127.00000000
25 122.00000000
26 114.00000000

```

```

27 106.00000000
28 106.00000000
29 107.00000000
30 105.00000000
31 129.00000000
32 121.00000000
33 122.00000000
34 113.00000000
35 121.00000000
36 110.00000000
37 11.00000000
38 78.00000000
39 48.00000000
40 50.00000000

```

## A.3.2 Program SPEC

### A.3.2.1 Description

Program SPEC employs a fast fourier transform algorithm to generate spectral densities of different variables from their time histories, which are stored on a magnetic tape during execution of the vehicle simulation program (see Section A.3.2.2 for details). These time histories are read from the tape and stored in array F(I). These data are processed in the following ways before determining the spectral densities:

- a. The number of discrete values in each time history is reduced to 4096, because it is more convenient to process  $2^N$  points using the fast fourier transform algorithm. Usually the last 4096 ( $=2^{12}$ ) points are selected so that effects of the start up transients are reduced while performing the fourier analysis.
- b. The time histories are processed by a cosine taper window (see p. 325 of reference 3) to reduce effects of leakage and the processed data are stored in array A(I).

After processing the time histories, subroutine FFT is called to carry out the fourier transformation. The results are returned through array A(I) in form of complex fourier transforms. The transforms are converted to spectral densities for each of the 4096 frequencies using equation 9.134 of reference 3. This information is condensed in terms of spectral densities for a set of discrete frequencies FR(I) which are evenly spread on a logarithmic scale from wavelength XDEL (profile elevation interval) to 4096 XDEL. For this condensing operation the spectral densities around each of these discrete frequencies are averaged. All the spectral densities are also divided by a factor 0.875 to compensate for the effects of the cosine taper window (reference 3, p. 327).

Finally, an approximate value of RMS for the variable time history is calculated by adding average areas under the spectral density curve.

#### A.3.2.2 Input

The input to the program is in form of a tape and a data card

- a. Tape - This tape stores time histories of the variables generated by the vehicle simulation program. It can be created by inserting statements, such as the following statements, at the two places marked by commend cards in subroutine DYSYS of the program.

##### Place 1

```
C STATISTICAL PROCESSING OPTION , SEE DESCRIPTION OF PROGRAM SPEC IN
C THE USER MANUAL FOR THE CARDS TO BE INSERTED HERE FOR
C EXERCISING THE OPTION
C NCJR IS THE TOTAL NUMBER OF VARIABLES SELECTED
      NCJR=10
      FV42=FV4/2.
      FH42=FH4/2.
```

85

```
WRITE (9,173) NCUR, SPEED, ITIRE, YRMS
WRITE (9,174) YW2,YW3,YW4,FV2,FV42,FH2,FH42,D2YW2,
      D2YW4,D2Y0
173  FORMAT (1X,I2,E10.4,I2,F10.4)
174  FORMAT (1X,10E12.4)
```

Where tape 9 is used as a storage tape and it is specified as so in the program.

##### Place 2

```
C STATISTICAL PROCESSING OPTION , SEE DESCRIPTION OF PROGRAM SPEC IN
C THE USER MANUAL FOR THE CARDS TO BE INSERTED HERE FOR
C EXERCISING THE OPTION
      FV42=FV4/2.
      FH42=FH4/2.
```

140

```
WRITE (9,174) YW2,YW3,YW4,FV2,FV42,FH2,FH42,D2YW2,
      D2YW4,D2Y0
```

- b. Data Card - The total number of points in each of the time histories is needed in I6 format (this number is available as TOTAL STEPS in the vehicle simulation program output).

#### A.3.2.3 Output

The program output consists of (a) the spectral density values for a set of reduced frequencies, (b) the corresponding values of spectral densities for the frequencies in Hertz, (c) log values of all the spectral densities.

The printout is repeated for each of the NCUR variables. On the top of each set tire model no., speed, RMS value of the terrain profile, and the variable serial number are printed. The approximate RMS value of each variable is printed at the bottom of the set.

#### A.3.2.4 Listing

The following is a listing of the program.

```

1      PROGRAM SPEC(INPUT,OUTPUT,TAPE5:INPJ,TAPE6:OUTPJ,TAPE8)
C      PROGRAM TO DETERMINE SPECTRAL DENSITIES OF THE SELECTED VARIABLES
5      DIMENSION XQ(15)
      COMPLEX A(4096),M,X,Y,WTAB(4095)
      READ(5,2)NPPTS
      2 FORMAT(I6)
      KC=1
10     7 READ(8,173)NCUR,SPEED,ITIRE,YRMS
      173 FORMAT(1X,I2,F10.4,I2,F10.4)
      DO 4 II=1,NPPTS
15     READ(8,172)(XQ(I),I=1,NCUR)
      172 FORMAT(1X,10E12.4)
      F(II)=XQ(KC)
      4 CONTINUE
      DO 150 I=1,4096
      J:I*(NPPTS-4096)
      F(I)=F(J)
150    CONTINUE
      175 WRITE(6,175)
      175 FORMAT(1H1)
      YRMS=YRMS*12.
      SPEED=SPEED*3600./5280.
      WRITE(6,175)ITIRE,YRMS,KC,SPEED,M
25     175 FORMAT(10X,*ITIRE,MODEL NO.*,I5.5X,*YRMS*,F10.4,5X,*INCHES*/10X,
      1*VARIABLE NO.*,I5.5X,*SPEED*,F10.4,5X,*MPH*/))
      WRITE(6,177)
      WRITE(6,178)
      177 FORMAT(1X,* REDUCED FREQ PSD LOG PSD)
      178 1 FREQUENCY PSD LOG PSD*
      179 FORMAT(1X,* K40/FT SQ VAR,FT/RAO
      1 HERTZ SQ VAR/HERTZ*)
      EL=1./2.
      FL=0.078125*(2.*FL)
      DO 70 J=1,55
      AG={FLOAT(J-1)}/6.
      FR(J)=FL*2.*AG
70     CONTINUE
      NN=12
      NNI=4096
      AN=NNI
      DX=0.1
      BN=AN*DX
      AM=400.
      M1=AM+1
      M2=NNI-AM
      DOWG=2.*3.14159/BN
      DO 12 I=1,NNI
      XA(I-1)*3.14159/AM
      IF(I.LE.M1)A(I)=F(I)*(1.-COS(X4))*0.5
      IF(I.GT.M1)A(I)=F(I)
      XB=(AN-I)*3.14159/AM
      IF(I.GE.M2)A(I)=F(I)*(1.-COS(X3))*0.5
12     CONTINUE
      CALL FFT(A,NN,0,WTAB,1)
      SUM=0.
      SPEKP=0.

```

```

60      OMEGAP=0.
      N=1
      J=1
14     SUMM=0.
      DO 13 I=N,NNI
      M=I
      OMEGA=2.*3.14159/8N*M
      SPEK=2.*(REALIA(I))*2)*2.*(AIYAG(A(I))*2)
      SPEK=SPEK/DOMG
      IF(OMEGA.LT.FR(1))GO TO 45
      SUMM=SUMM+SPEK
      JK=2*(J-KJ1)+1
      OMEG4=OMEGA+DOMG
      IF(OMEG4.GE.FR(JK))GO TO 46
13     CONTINUE
46     JJ:I-N+1
      JL=JK-1
      SPEK=SUMM/JJ
      OMEGA=FR(JL)
      N=I+1
      GO TO 47
45     N=N+1
      KJ1=J
47     SPEK=SPEK/D.875
      SUM=SUM+(OMEGA-OMEGAP)*(SPEK+SPEK)/2.
      OMEGAP=OMEGA
      SPEK=SPEK
      SPEKL=ALOG10(SPEK)
      SPEKF=SPEK*2.*3.14159/SPEED
      SPEKFL=ALOG10(SPEKF)
      FREQ=OMEGA*SPEED/2./3.14159
      WRITE(16,33)OMEGA,SPEK,SPEKL,FREQ,SPEKF,SPEKFL
90     33  FORMAT(4X,F12.6,2E16.8,5X,F12.5,2E16.8)
      J=J+1
      IF(OMEGA.GE.FR(53))GO TO 134
      GO TO 14
134    RMS=SQRT(SUM)
      WRITE(16,34)RMS
95     34  FORMAT(1X,*RMS = *,E16.8)
      IF(KC.EQ.NCUR)GO TO 6
      KC=KC+1
      REMIND 8
      GO TO 7
100    5  CONTINUE
      END

```

```

1  SUBROUTINE FFT(A,NBITS,INV,WTAB,NEWTB)
   C FAST FOURIER TRANSFORM
   C A=COMPLEX ARRAY OF 2**NBITS DATA POINTS TO BE TRANSFORMED
   C NBITS=LOG2(N) WHERE N=NO. OF DATA POINTS
   C INV SPECIFIES THE TRANSFORM DIRECTION
   C INV=0 FOR TIME TO FREQUENCY
   C INV=1 FOR FREQUENCY TO TIME
   C WTAB,SIN TABLE STORAGE
   C NEWTAB SPECIFIES IF A NEW SIN TABLE IS TO BE CALCULATED
   C (=) NO NEW TABLE OTHERWISE CALCULATES NEW TABLE)
   C COMPLEX A(4096),W,X,Y,WTAB(4095)
   N1=2**NBITS
   FN=N
   IF(INV.NE.0)GO TO 20
   DO 10 I=1,N
    10 A(I)=CONJG(A(I))/FN
   20 IF(NEWTB.EQ.0)GO TO 40
   TPIN=6.2831/FN
   N2=N/2
   DO 30 NB1,N2
    30 WTAB(NB1)=CEXP(CMPLX(0.0,TPIN*FLOAT(NB1-1,NBITS-1)))
   40 NBLOCK=1
   NSEP=N
   DO 60 NS1,NBITS
    NSEP=NSEP/2
    DO 50 NB=1,NBLOCK
     W=WTAB(NB)
     DO 50 J1,NSEP
      N1=J+(NB-1)*NSEP*2
      N2=N1+NSEP
      X=W*A(N2)
      W*A(N1)=X
      A(N2)=A(N1)-X
   50 A(N1)=Y
   60 NBLOCK=NBLOCK*2
   DO 80 I1,N
    U=IRVB(I-1,NBITS)+1
    IF(I.GE.J)GO TO 70
    X=A(I)
    A(I)=A(J)
    A(J)=X
   70 IF(INV.EQ.0)A(I)=CONJG(A(I))
   80 CONTINUE
   RETURN
   END

```



```
1      FUNCTION IRVB(N,NBITS)
      M=N
      IRVB=0
      DO 10 I=1,NBITS
      MN=M/2
      IRVB=IRVB*2
      IF (M.NE.MN*2) IRVB=IRVB+1
      10 M=MN
      RETURN
      END
```

TIRE MODEL NO. 3 YRMS .9996  
VARIABLE NO. 1 SPEED 18.0000

INCHES  
MPH

REDUCED FREQ RAD/FT	PSD SQ VAR/FT/RAD	LOG PSD	FREQUENCY HERTZ	PSD SQ VAR/HERTZ	LOG PSD
.015340	7.51601416E-03	-2.12401253E+00	.064453	1.78880520E+03	-2.74743695E+00
.030680	1.19236121E-03	-2.92358488E+00	.128904	2.23765825E-04	-3.54700930E+00
.046019	3.85328202E-04	-3.41080040E+00	.193359	9.24219607E-05	-4.03422482E+00
.061359	1.68134961E-03	-2.77434197E+00	.257812	4.00159933E-04	-3.39776640E+00
.076699	2.58647847E-03	-2.58729113E+00	.322264	6.15579916E-04	-3.21071556E+00
.092039	1.85536734E-03	-2.73157009E+00	.386719	4.41576032E-04	-3.35499452E+00
.107379	8.58882721E-03	-2.06606613E+00	.451172	2.04413437E-03	-2.68949056E+00
.124016	6.09491679E-02	-1.21503222E+00	.521074	1.45058558E-02	-1.83845664E+00
.140650	1.04222678E-01	-9.82037771E-01	.586515	2.48049184E-02	-1.69545220E+00
.156290	7.94767360E-03	-2.09974905E+00	.652157	1.89158379E-03	-2.72317347E+00
.171933	1.50846032E-02	-1.82146511E+00	.717212	3.59012413E-03	-2.44990384E+00
.187576	1.82882173E-02	-1.73782662E+00	.782264	4.35252194E-03	-2.36123243E+00
.203219	2.47716465E-02	-1.60504513E+00	.847313	5.89583310E-03	-2.22946855E+00
.218862	2.12871414E-02	-1.67128265E+00	.912364	5.05632354E-03	-2.29539703E+00
.234505	1.76953051E-03	-2.75214195E+00	.977412	4.21146021E-04	-3.37556631E+00
.250148	1.39000580E-04	-3.65605471E+00	.104235	3.09400396E-05	-4.50947913E+00
.265791	2.76903729E-04	-3.55454568E+00	.110738	6.63768761E-05	-4.17797911E+00
.281434	2.73447373E-04	-3.58306193E+00	.117241	6.50859065E-05	-4.18646335E+00
.297077	3.67735194E-04	-3.43444643E+00	.123744	8.75204977E-05	-4.05738923E+00
.312720	9.10029001E-05	-4.04094477E+00	.130247	2.16586213E-05	-4.66435913E+00
.328363	1.06981715E-05	-4.97069045E+00	.136750	2.54615671E-06	-5.59411875E+00
.344006	1.05029985E-06	-5.97872391E+00	.143253	2.49949148E-07	-6.60214835E+00
.359649	1.02479059E-07	-6.95936483E+00	.149756	2.43399409E-08	-7.61272925E+00
.375292	6.04683634E-09	-8.21847179E+00	.156259	1.43910247E-09	-8.64109623E+00
.390935	7.05826412E-10	-9.15133209E+00	.162762	1.67963153E-10	-9.77472438E+00
.406578	2.50931137E-10	-9.60044345E+00	.169265	5.97214204E-11	-1.02338895E+01
.422221	3.67442903E-11	-1.04007253E+01	.175768	9.45911099E-12	-1.10241497E+01
.437864	4.77539234E-12	-1.13209909E+01	.182271	1.13653976E-12	-1.19444154E+01
.453507	2.12242799E-12	-1.16731291E+01	.188774	5.05183854E-13	-1.22965555E+01
.469150	3.51955685E-13	-1.24535120E+01	.195277	8.37651864E-14	-1.30769384E+01
.484793	2.53391736E-13	-1.25962085E+01	.201780	6.03059102E-14	-1.32196623E+01
.500436	9.48012910E-13	-1.20231857E+01	.208283	2.25629354E-13	-1.26466102E+01
.516079	3.04712981E-13	-1.25168794E+01	.214786	7.23929390E-14	-1.31403038E+01
.531722	8.97292702E-11	-1.60470659E+01	.221289	2.13554983E-11	-1.05070490E+01

RMS = 1.16493213E-01

Output

# A.4 Listing of the Simulation Program

PROGRAM TIRE 74/74 OPT=1 FTN 4.644338 01/10/78 11.00.54 PAGE 1

```

1  PROGRAM TIRE(INPUT, OUTPUT, PUNCH, TAPE5: INPUT, TAPE6: OUTPUT, TAPE7:
   1PUNCH, TAPE8)
C*****TERRAIN TIRE VEHICLE SIMULATION PROGRAM *****
C*****
C DEVELOPED BY A. BOGHAVI AND R. FISH
C FOSTER-MILLER ASSOCIATES, WALTHAM, MASS. 02154
C (617) 890-3200
C
C
10 C THIS PROGRAM SIMULATES OPERATION OF A THREE AXLE TRUCK OVER A
   C GIVEN PROFILE
   C IT CAN BE USED TO CREATE AXLE DISPLACEMENT RECORDS FOR USE
   C ON THE VEHICLE SHAKE TEST STAND
C
15 REAL MH, IH, MB, IB, M2, M3, M4, K2, K3, JN2, JN3, L2, L3, KSTOP, KT
   COMMON/IONUM/NMT, NRD, LABEL(80)
   COMMON/STATE/THETA, DTHETA, PHI, JPHI, YD, DY0, YN2, DYH2, YN3, OYH3, YH4,
   1BYH4
   COMMON/SECV/Y2, DY2, Y3, DY3, Y4, DY4, Y8, DY8, D2Y8, D2Y0, D2PHI, D2THETA,
20 1D2YH2, D2YH3, D2YH4, DEL2, DEL3, DEL4, YSP2, YSP3, YSP4, YST2, YST3, YST4
   COMMON/FORCE/FV2, FV3, FV4, FH2, FH3, FH4, FY2, FSY3, FSY4, FX2, FSX3, FSX4,
   1FFS, FBS, FX34, FY34, WTR2, WTR3, WTR4
   COMMON/VEHCL/MH, IH, MB, IB, M2, M3, M4, L2, L3, S34, SFS, SBS, SB, A, HS, KSTOP,
25 1SPEED, GG, HSTOP, SIGAP
   COMMON/SPSN/K2, JN2, RB2, K3, JN3, RB3, SN, B2VJ, B2VR
   COMMON/DYNAMIC/TIME, DTIME, FTIME, DER(12), JREAR, MM
   COMMON/XYPLT/NPLT, NPLT(10), PLT(10, 500), XREAR, JPL, IXAX
   1, PLSTR, PLSTP, LIMP
30  COMMON/GRND/TER(5, 0), OTER(500), DYX(500), ODYX(500), JMAX, MW, NH, XDEL
   1, YRMS
   COMMON/TIRE/KT, BT, RAD, CONL, BS, AKC, ARC, PRESS, TLIM, TSIIF, IITRE
   COMMON/PHASE/IPHS, LPHS, KPHS, NXT, IXT, JSTP, JPHS
   COMMON/ADMDL/ADDT, ADSDT, ADTH(40), ADDX(40), ADST(40), ADCT(40),
35 1ADTT(40), NSG(40), NADS, NBACK, NAD2, ISCHEM, Y1, JGR, FXX, FYY, TLENT
   2, YI12, YI13, YI14, DYH, TERI2, TERI3, TERI4
   NMT=6
   NRD=5
C
C...DATA ACQUISITION
   CALL PROG10
   SPEED=SPEED*5280./3600.
   YRMS=YRMS/12.
   PRESS=PRESS*144.
   AKC=AKC*12.**3
40  C IPHS IS DIMENSION OF IER ETC.
   C LIMP IS V DIMENSION OF PLT
   IPHS=500
   LIMP=500
   DO 10 J=1, IPHS
   10  IER(J)=0.0
   10  CONTINUE
   ISCHEM=1
   LPHS=1
   CALL PROFILE
55  C...INITIAL CONDITIONS
   YN2=TER(1+MW)

```

01/10/78 11.00.54

FTN 4.6+433B

PROGRAM TIRE 74/74 OPT:1

```

60      YW3=TER(1+NW)
        YW4=TER(1)
        YB1=(YW3+YW4)/2.
        PHI=ASIN((YW4-YW3)/2./A)
        THETA=ASIN((YB-YW2)/(L3+L2))
        Y0=YB-L3*SIN(THETA)
        DY0=0.
        DYM2=0.
        DYM3=0.
        DYM4=0.
        DPHI=0.
        DTHETA=0.
70      TER12=TER(1+MW)
        TER13=TER(1+NW)
        TER14=TER(1)
C
C...DYNAMIC SIMULATION
C      CALL DYSYS
C
75      END

```

```
1      SUBROUTINE PROGIO
C DATA ACQUISITION SUBROUTINE
REAL MH, IH, MB, IB, M2, M3, M4, K2, K3, JN2, JN3, L2, L3, KSTOP, KT
COMMON/IONUM/NMT, NR0, LABEL(80)
COMMON/VEHCL/MH, IH, MB, IB, M2, M3, M4, L2, L3, S34, SFS, SBS, SB, A, HS, KSTOP,
1 SPEED, GG, HSTOP, STGAP
COMMON/SPSN/K2, JN2, RB2, K3, JN3, RB3, SN, B2VJ, B2VR
COMMON/DYNMIG/TIME, DTIME, FTIME, DER(12), JREAR, M4
COMMON/TIRE/KT, BT, RAD, CONL, BS, AKC, ABC, PRESS, TLM, TSTIF, ITIRE
COMMON/XPLT/NPLT, NPLT(10), PLT(10,500), XKEAR, JPL, IXAX
1, PLSTR, PLSTP, LIHP
COMMON/GRND/TER(500), OTER(500), DYX(500), OODYX(500), JMAX, MH, NM, XDEL
1, YRMS
DIMENSION JPLT(50)
WRITE(NMT,9005)
9005  FORMAT(IH1)
CALL IOLAB2(3)
CALL IOLAB(3)
WRITE(NMT,9004)
9004  FORMAT(2X,/)
CALL IOLAB(3)
READ(NR0,9070) (LABEL(I), I=1,40), ITIRE
IF(ITIRE.EQ.1) WRITE(NMT,9081)
IF(ITIRE.EQ.2) WRITE(NMT,9082)
IF(ITIRE.EQ.3) WRITE(NMT,9083)
IF(ITIRE.EQ.4) WRITE(NMT,9084)
9081  FORMAT(20X,70H
1ACT
,/)
9082  FORMAT(20X,70H
1D BAND
,/)
9083  FORMAT(20X,70H
1PRINT
,/)
9084  FORMAT(20X,70H
1OOTPRINT
,/)
CALL IOLAB0(SPEED)
CALL IOLAB0(YRMS)
WRITE(NMT,9002)
9002  FORMAT(1X,/)
CALL IOLAB(1)
CALL IOLAB0(MH)
CALL IOLAB0(MB)
CALL IOLAB0(M2)
CALL IOLAB0(M3)
CALL IOLAB0(M4)
CALL IOLAB0(IH)
CALL IOLAB0(IB)
CALL IOLAB0(L2)
CALL IOLAB0(L3)
CALL IOLAB0(GG)
CALL IOLAB0(S34)
CALL IOLAB0(SFS)
CALL IOLAB0(SBS)
CALL IOLAB0(SB)
CALL IOLAB0(A)
CALL IOLAB0(HS)
CALL IOLAB0(KSTOP)
CALL IOLAB0(HSTOP)
```

TIRE MODEL - POINT CONT  
TIRE MODEL - RIGID TREA  
TIRE MODEL - FIXED FOOT  
TIRE MODEL - ADAPTIVE F

SUBROUTINE PROG10 74/74 OPT:1

```

60      CALL IOLABD(STGAP)
        WRITE(NWT,9002)
        CALL IOLAB(2)
        CALL IOLABD(K2)
        CALL IOLABD(B2VJ)
        CALL IOLABD(B2VR)
        CALL IOLABD(JN2)
        CALL IOLABD(RB2)
        CALL IOLAB(1)
        CALL IOLABD(K3)
        CALL IOLABD(JN3)
        CALL IOLABD(RB3)
        CALL IOLABD(SN)
        WRITE(NWT,9002)
        CALL IOLAB(1)
        CALL IOLABD(KT)
        CALL IOLABD(BT)
        CALL IOLABD(RAD)
        CALL IOLABD(CONL)
        CALL IOLABD(BS)
        CALL IOLABD(AK3)
        CALL IOLABD(ABC)
        CALL IOLABD(PRESS)
        CALL IOLABD(TLIM)
        CALL IOLABD(TSTIF)
        READ(NRD,9070) (LAJ=L(I), I=1,40), MM
        FORMAT(40A1,I5)
85      9070 READ(NRD,9071) (JPLT(K), K=1,40), IXAX, PLSTR, PLSTP
        9071 FORMAT(4I1,9X,2F10.3)
        L=1
        DO 61 K=1,40
          IF(JPLT(K)) 62,61,52
60      62 NPLT(L)=K
          L=L+1
61      61 CONTINUE
          NPLTM=L-1
          RETURN
        END
95

```

```

1 SUBROUTINE PROFILE
C PROFILE DATA ACQUISITION AND PROCESSING SUBROUTINE
C THE ACQUISITION IS CARRIED OUT IN PHASES TO ACCOMMODATE
C LENGTHY PROFILE IN LIMITED MEMORY
5 REAL MH, IH, MB, IB, M2, M3, M4, K2, K3, JN2, JN3, L2, L3, KSTOP, KT
COMMON/VEH3L/MH, IH, MB, IB, M2, M3, M4, L2, L3, S34, SFS, S3S, S8, A, HS, KSTOP,
1 SPEED, GG, HSTOP, STGAP
COMMON/DYNAMIC/TIME, OTIME, FTIME, DER(12), JREAR, MM
10 COMMON/TIRE/KT, BT, RAD, CONL, BS, AKG, ABC, PRESS, TLM, TSIIF, ITIRE
COMMON/IONJH/NMT, NR0, LABEL(80)
COMMON/GRND/TER(500), OTER(500), DYX(500), O0YX(500), JMAX, MM, NM, XDEL
1, YRMS
COMMON/PHASE/IPHS, LPHS, KPHS, NXI, IXT, JSTP, JPHS
COMMON/XYPLT/NPLTH, NPLT(10), PLT(10, 500), XREAR, J2L, IXAX
15 1, PLSTR, PLSTP, LIMP
IF(LPHS.GT.1)GO TO 40
C *****
C PART 1, EXECUTED ONLY INITIALLY
20 READ(NR0,1)XDEL, JMAX
1 FORMAT(F10.2, I5)
2 FORMAT(I8E10.3)
C DETERMINE THE NUMBER OF DATA POINTS UNDER THE TRUCK
25 NEO=IFIX((L2+L3+A)/XDEL)
NM=NEO
XTEST=(L3+L2+A)/XDEL-FLOAT(MEO)
IF(XTEST.GE.0.5)NM=MEO+1
JFIN=JMAX-NM-1
30 IF(JFIN.LE.0)WRITE(NMT,13)
13 FORMAT(10X, 'TERRAIN LENGTH INSUFFICIENT')
NEO=IFIX(2.*A/XDEL)
NM=NEO
XTEST=(2.*A/XDEL)-FLOAT(NEO)
35 IF(XTEST.GE.0.5)NM=NEO+1
C FIX THE TIME SCALE
OTIME=XDEL/SPEED
FTIME=OTIME*FLOAT(JFIN-1)
40 FTIME=FTIME*0.99
TIME=0.
C IF(ITIRE.EQ.4)CALL APRINT
C SETTING MARGINES FOR PHASE SIMULATION
45 JR=IFIX(IPAD/XDEL)+1
JL=IFIX(CONL/XDEL/2.)*1
IF(ITIRE.EQ.1)JSTP=0
IF(ITIRE.EQ.2)JSTP=JR
50 IF(ITIRE.EQ.3)JSTP=JL
IF(ITIRE.EQ.4)JSTP=JR
C MAKE SURE THAT NUMBER OF DATA READ IS DIVISIBLE BY 8
IATEST:IPHS
95 XTEST=8.*FLOAT(IATEST/8)-FLOAT(IATEST)
IF(ABS(XTEST).LE.0.40)GO TO 94
IATEST=IATEST-1

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01/10/78 11.00.54

FTN 4.6+433B

SUBROUTINE PROFILE 74/74 OPT=1

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      GO TO 95
94 IPHS=ITEST
      C
      JREG=FIX((PLSTP-PLSTR)/XDEL)
      NXT=JREG/LIMP+1
      IF(JMAX.LE.IPHS) IPHS=JMAX
      IF(JMAX.LE.IPHS) JSTP=0
65
      C READ IN PROFILE AND CONVERT IT TO CORRECT RMS VALUE
      READ(NRD,2)(TER(J),J=1,IPHS)
      DO 50 J=1,IPHS
50 TER(J)=TER(J)*YRMS
      C
      JPHS=IPHS-MW-JSTP
      GO TO 43
      C
      C*****
      C PART2, EXECUTED ONLY SUBSEQUENTLY
      C*****
      C MAKE SURE THAT NUMBER OF DATA READ IS DIVISIBLE BY 8
40 ITEST=IPHS-MW-1-2*JSTP
45 XTEST=8.*FLOAT(ITEST/8)-FLOAT(ITEST)
      IF(ABS(XTEST).LE..001) GO TO 44
      ITEST=ITEST-1
      GO TO 45
44 IPHS=ITEST+MW+1+2*JSTP
      C
      IF(IPHS.GE.JMAX-JREAR+2+JSTP) IPHS=JMAX-JREAR+2+JSTP
      MW1=MW+1+2*JSTP
      MW2=MW+2+2*JSTP
      C
      C CONVERT LAST PART OF LAST PHASE, TO FIRST PART OF NEXT PHASE
      DO 41 I=1,MW1
41 TER(I)=TER(I+JPHS-1-JSTP)
      C
      C READ IN PROFILE AND CONVERT IT TO CORRECT RMS VALUE
      READ(NRD,2)(TER(J),J=MW2,IPHS)
      DO 51 J=MW2,IPHS
51 TER(J)=TER(J)*YRMS
      C
      JPHS=IPHS-MW-JSTP
      IF(IPHS.GE.JMAX-JREAR+2+JSTP) JPHS=IPHS-MW
      C
      C*****
      C PART3, EXECUTED EACH TIME
      C*****
43 DO 20 J=1,IPHS
20 OTER(J)=TER(J)
      C
      C CALCULATE TERRAIN SLOPES
      IPHS1=IPHS-1
      DO 12 I=1,IPHS1
12 OYX(I)=(TER(I+1)-TER(I))/XDEL
      OYX(IPHS)=OYX(IPHS1)
      DO 30 J=1,IPHS
      C
30 OYX(J)=OYX(J)
      C

```



```
115      C CALL PROFILE FILTER SUBROUTINES, IF REQUIRED
          GO TO (22,23,24,22),ITIRE
          23 CALL RTREAD
             GO TO 22
          24 CALL FPRINT
             22 CONTINUE
120      C
          RETURN
          END
```

01/10/78 11.00.54

FTN 4.64433B

SUBROUTINE RTREAD 74/74 OPT=1

```

1      SUBROUTINE RTREAD
2      C PROFILE FILTER SUBROUTINE FOR RIGID TREAD BAND MODEL
3      REAL MH,IM,M8,IB,M2,M3,M4,K2,K3,JN2,JN3,L2,L3,KSTOP,KT
4      COMMON/TIRE/KT,RT,RAD,CONL,BS,AKC,ABC,PRESS,ILIH,ITIF,ITIRE
5      COMMON/GRNUTER(500),OTER(500),OYX(500),ODYX(500),JMAX,MH,NM,XDEL
6      1,YRMS
7      COMMON/PHASE/PHS,LPHS,KPHS,NXT,IXT,JSTP,JPHS
8      DIMENSION ST(50),G(50),IS(50),XC(50),JPC(50),IPT(50),YTER(50)
9      DIMENSION XT(50),SM(50),JPT(50)
10     DIMENSION OYC(50)
11     NS=FIX(RAD/XDEL)+1
12     IF(NS.LT.4) NS=4
13     XSEG=RAD/FLOAT(NS)
14     XSEG=0.9993*XSEG
15     NS2=1+2*NS
16     JR=FIX(RAD/XDEL)+1
17     DO 11 I=1,NS2
18     XT(I)=FLOAT(I-NS-1)*XSEG
19
20     C CALCULATE TIRE PERIPHERY SLOPES
21     SW(I)=XT(I)/(SQRT(RAD*RAD-XT(I)*XT(I)))
22
23     C
24     IF(XT(I).LT.0.0) GO TO 15
25     JPT(I)=FIX(XT(I)/XDEL)
26     GO TO 11
27
28     15 JPT(I)=-FIX(ABS(XT(I))/XDEL)-1
29     11 CONTINUE
30     JR=JR+1
31     JRJ=IPHS-JR
32     DO 121 J=JR1,JRJ
33     K=0
34     DO 20 I=1,NS2
35     JJPT=J+JPT(I)
36     JJPT1=J+JPT(I)+1
37
38     C CALCULATE TERRAIN SLOPES
39     ST(I)=OYX(JJPT)*OYX(JJPT1)-OYX(JJPT))*(XT(I)-FLOAT(JPT(I))*XDEL)
40     1/XDEL
41
42     C
43     G(I)=ST(I)-SW(I)
44     C...IS=0 FOR NEGATIVE G(I), +1 FOR POSITIVE SIGN
45     IS(I)=1
46     XTST=G(I)+ABS(G(I))
47     IF(XTEST.LE.0.00001) IS(I)=0
48     IF(I.EQ.1) GO TO 20
49     IDEC=0
50     IF(IS(I).EQ.0.AND.IS(I-1).EQ.1) IDEC=1
51     IF(IDEC.EQ.0) GO TO 20
52     SLOPE1(G(I)-G(I-1))/(XT(I)-XT(I-1))
53     K=K+1
54
55     C...XC ARE POSSIBLE CONTACT POINT DISTANCES
56     XC(K)=XT(I)-G(I)/SLOPE
57     OYC(K)=ST(I)-G(I)*(ST(I)-ST(I-1))/(G(I)-G(I-1))
58     20 CONTINUE
59     DO 30 I=1,K
60     IF(XC(I).LE.0.0) GO TO 16
61     JPC(I)=FIX(XC(I)/XDEL)

```

```
60      GO TO 17
      15 JPC(I)=-IFIX(ABS(XC(I)/XDEL))-1
      17 JPC=J+JPC(I)
      IPT(I)=OTER(JPC)+DYX(JPC)*XC(I)-XDEL*FLOAT(JPC(I))
      YTER(I)=IPT(I)+SQRT(RAD*RAD-XC(I)*XC(I))
      30 CONTINUE
C
65      C DETERMINE THE MAXIMUM OF THE ELEVATIONS FOR THE POSSIBLE
      C CONTACT POINTS
      TER(J)=YTER(I)
      DO 40 I=1,K
      IF(YTER(I).LE.TER(J))GO TO 40
      TER(J)=YTER(I)
      DYX(J)=DYC(I)
      40 CONTINUE
C
70      121 CONTINUE
      DO 122 J=1,JR
      DYX(J)=0.0
      122 TER(J)=TER(JR1)
      JR1=JR+1
      DO 123 J=JR1,IPHS
      DYX(J)=0.0
      123 TER(J)=TER(JR1)
      C...REMOVE RADIUS BIAS FROM TERRAIN PROFILE
      DO 124 J=1,IPHS
      124 TER(J)=TER(J)-RAD
      RETURN
      END
85
```

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FTN 4.6+4338

SUBROUTINE FPRINT 74/74 OPT:1

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1      SUBROUTINE FPRINT
C PROFILE FILTER SUBROUTINE FOR FIXED FOOTPRINT MODEL
REAL MH,IM,MB,IB,M2,M3,M4,K2,K3,JN2,JN3,L2,L3,KSTOP,KT
COMMON/TIRE/KI,IBT,RAD,CONL,BS,AKC,ABC,PRESS,ILIM,TSIF,ITIRE
COMMON/GRND/TER(500),OTER(500),DYX(500),ODYX(500),JMAX,MH,NM,XDEL
1,YRMS
COMMON/PHASE/IPHS,LPHS,KPHS,NXI,IXI,JSTP,JPHS
JL=IFIX(CONL/XDEL/2.)+1
MFF=2*JL-1
JR1=JL+1
JRJ:IPHS-JL
C DETERMINE AVERAGE TERRAIN ELEVATION AND SLOPE UNDER TIRE FOOTPRINT
DO 121 J=JR1,JRJ
SDYX=0.
STER=0.
DO 10 I=1,MFF
STER=STER+OTER(J-JL+I)
SDYX=SDYX+ODYX(J-JL+I)
10 CONTINUE
TER(JI)=STER/MFF
DYX(JI)=SDYX/MFF
121 CONTINUE
DO 122 JI=1,JL
DYX(JI)=0.
122 TER(JI)=TER(JR1)
JRJI:JRJI+1
DO 123 J=JRJI,IPHS
DYX(J)=0.
123 TER(J)=TER(JRJ)
RETURN
END

```

```

1  SUBROUTINE APRINT
   C SUBROUTINE TO DIVIDE FIRE INTO SECTORS FOR ADAPTIVE FOOTPRINT
   C MODEL AND DETERMINE VALUES OF ASSOCIATED PARAMETERS
   COMMON/ADMDL/ADDT,ADST,ADTH(40),ADDX(40),ADCT(40),
5  1ADTT(40),NSG(40),NADS,NBACK,NAD2,ISCHEM,V1,JGR,FX,FY,TLENT
   2,V112,V113,V114,DYW,TER12,TER13,TER14
   COMMON/TIRE/KT,BT,RAD,CONL,BS,AKC,ABC,PRESS,FLI4,TSTIF,ITIRE
   COMMON/GRND/TER15301,OTER(500),OYX(500),XDYX(500),JMAX,MW,NH,XOEL
   1,YRMS
10  NADS19
   NAD1=NADS+1
   NBACK=NADS+2
   NAD2=2*NADS+1
   ADST10=.523/FLOAT(NADS)
   ADST1=SIN(ADST/2.)
15  C SECTORS ON RIGHT(FORWARD) SIDE OF THE VERTICAL
   DO 10 I=1,NAD1
   ADTH(I)=FLOAT(I-1)*ADST
   ADST(I)=SIN(ADTH(I))
   ADCT(I)=COS(ADTH(I))
   ADTT(I)=TAN(ADTH(I))
   VY=RAD*ADST(I)
   NSG(I)=IFIX(VY/XDEL)
   ADDX(I)=VY-XDEL*FLOAT(NSG(I))
   10 CONTINUE
25  C SECTORS ON LEFT(REAR) SIDE OF THE VERTICAL
   DO 20 I=NBACK,NAD2
   ANTH(I)=-FLOAT(I-NAD1)*ADST
   AUST(I)=SIN(ANTH(I))
   AUGT(I)=COS(ANTH(I))
   ADTT(I)=TAN(ANTH(I))
   VY=-RAD*ADST(I)
   NSG(I)=-IFIX(VY/XDEL)
   ADDX(I)=-VY-XDEL*FLOAT(NSG(I))
35  20 CONTINUE
   RETURN
   END

```

```

1      SUBROUTINE DVSYS
C DYNAMIC SIMULATION SUBROUTINE
C THIS SUBROUTINE COORDINATES THE DYNAMIC SIMULATION AND GENERATES
C OUTPUTS ON PRINTER, PLOTTER AND PUNCH
      REAL MH, IH, MB, IB, Y2, M3, M4, K2, K3, JN2, JN3, L2, L3, KSTOP, KT
      COMMON/IONJ/MNT, NRD, LABEL(80)
      COMMON/STATE/THETA, DTHETA, PHI, JPHI, Y6, DY6, YM2, DYM2, YM3, DYM3, YM4,
1      DYM4
      COMMON/SEC/VY2, VY3, OY3, Y4, OY4, Y8, DY8, O2Y8, O2Y0, O2PHI, O2THETA,
10      O2YH2, O2YH3, O2YH4, DEL2, DEL3, DEL4, YSP2, YSP3, YSP4, YST2, YST3, YST4
      COMMON/FOP/CE/FV2, FV3, FV4, FH2, FH3, FH4, FY2, FSY3, FSY4, FX2, FSX3, FSX4,
1      FPS, FRS, FX34, FY34, WTR2, WTR3, WTR4
      COMMON/VEHCL/MH, IH, MB, IB, M2, M3, M4, L2, L3, S34, SFS, SBS, SB, A, HS, KSTOP,
1      SPEED, GG, HSTOP, SIGAP
      COMMON/SPSN/K2, JN2, R82, K3, JN3, Z83, SN, B2VJ, B2VR
      COMMON/TIRE/KT, BT, RAD, CNL, BS, KGC, ADG, PRESS, TLIN, TSIF, ITIRE
      COMMON/DYNAMIC/TIME, DTIME, FTIME, DE9(12), JREAR, MH
      COMMON/XYPLT/ANPLT4, NPLT(10), PLT(10, 500), XREAR, JPL, IXAX
2      YI12, YI13, YI14, OY4, TER12, TER13, TER14
1      PLSTR, PLSTP, LIMP
      COMMON/GRN0/GRN0(530), OTER(500), JYX(500), ODYX(500), JMAX, MM4, NM4, XJEL
20     1, YRHS
      COMMON/PHASE/IPHS, LPHS, KPHS, NKT, IXI, JSTP, JPHS
      COMMON/ADHJL/ADOT, ADSNT, ADTH(43), ADUX(40), ADST(40), ADCT(40),
1      ADYT(40), NSG(40), NADG, NBACK, NAD2, ISCHEM, YI, JGR, FXX, FYY, ILENT
25     2, YI12, YI13, YI14, OY4, TER12, TER13, TER14
      DIMENSION IBUF(1000)

C DETERMINE THE EQUILIBRIUM DEFLECTION OF THE SUSPENSION AND TIRES
      WTR21=(MH*32.2/2.*L37/(L2+L3)+M2*32.2)
      WTR3=(MH*32.2/2.*L2/(L2+L3)+M3*32.2+MB*32.2/4.)/2.
      WTR4=(MH*32.2/2.*L2/(L2+L3)+M4*32.2+MB*32.2/4.)/2.
      YSP21=(MH*32.2/2.*L37/(L2+L3))/K2
      YSP3=(MH*32.2/2.*L2/(L2+L3)+MB*32.2/4.)/K3
      YSP4=(MH*32.2/2.*L2/(L2+L3)+MB*32.2/4.)/K3
      IF(ITIRE.EQ.4)GO TO 81
      YST2=WTR2/KT
      YSI3=WTR3/KT
      YSI4=WTR4/KT
      GO TO 80
40     81 DO 83 JADPT1,3
      IF(JADPT.EQ.1)JGR=1+MW
      IF(JADPT.EQ.1)WEIGHT=WTR2
      IF(JADPT.EQ.2)JGR=1+NW
      IF(JADPT.EQ.2)WEIGHT=WTR3
      IF(JADPT.EQ.3)JGR=1
      IF(JADPT.EQ.3)WEIGHT=WTR4
      CEY12.
84     ARO=CEY*RAD
      YI=ARO*TER(JGR)
      CALL ADAPT
      GX,FVY/WEIGHT-1.
      IF(GX)85, 85, 86
85     CEY=CEY-0.025
      GO TO 84
86     CEY=CEY+0.025
87     ARO=CEY*RAD
      YI=ARO*TER(JGR)

```



```

115 9002 FORMAT(1X,*
1      Y4
9003 FORMAT(1X,*
1W2 D2Y43 D2YW4 D2THETA D2PHI */)
C
120 K=0
13 IL:1-MM
WRITE(8)TIME,YM2,YM3,YM4
IF(IL)16,17,16
17 TIMEAC=THETA*180./3.14159
PHIC:PHI*180./3.14159
WRITE(NMT,9000)J,TIME,FV2,FV3,FV4,FH2,FH3,FH4,YM2,YM3,YM4,Y0,
1THETAC,PHIC
9000 FORMAT(1X,I4,I4,F5.3,I2(E9.2,1X)/)
WRITE(NMT,9010)DEL2,DEL3,DEL4,Y2,Y3,Y4,Y8,FY2,FSY3,FSY4
9010 FORMAT(1X,I0(E9.2,1X)/)
WRITE(NMT,9010)FFS,FBS,D2Y0,D2YB,D2YW2,D2YW3,D2YW4,D2THETA,D2PHI
J:J+1
K=K+1
I=0
135 C CALL NUMERICAL INTEGRATION SUBROUTINE TO ADVANCE THE SIMULATION
16 CALL RK0IF
C
C STATISTICAL PROCESSING OPTION , SEE DESCRIPTION OF PROGRAM SPEC IN
C THE USER MANUAL FOR THE CARDS TO BE INSERTED HERE FOR
C EXERCISING THE OPTION
FV42=FV4/2.
FH42=FH4/2.
C
JREAR:JREAR+1
KPHS=KPHS+1
I=I+1
XREAR:FLOAT(JREAR-1)*XDEL
IF(KPHS.LE.JPHS)GO TO 70
C
C READ IN ADDITIONAL PROFILE, IF THE PRESENT PROFILE SEGMENT HAS
C BEEN UTILIZED
LPHS=LPHS+1
CALL PROFILE
KPHS=2+JSTP
C
70 CONTINUE
C
C STORE SELECTED VARIABLES FOR PLOTTING
IF(NPLTH)55,54,55
55 IF(XREAR.LY.PLSTR)GO TO 54
IF(XREAR.GT.PLSTP)GO TO 54
IT=JXT-NXT
IF(IT)72,71,72
71 INT:INT+1
CALL PSTORE
JXT=0
72 JXT=JXT+1
54 CONTINUE
C
170 GO TO 15

```



```

175      10 CALL SECOND(TT2)
        ITT=ITT2-TT1
        WRITE(NWT,171)ITT
176      171 FORMAT(10X,'SIMULATION TIME*,5X,E10.3,5X,'SECONDS*')
        WRITE(NWT,176)JREAR
177      176 FORMAT(10X,'TOTAL STEPS*,I6)
        C PUNCHING WHEEL DISPLACEMENT DATA FOR CREATING RECORDS
        TSTOP=-1.0
        DO 200 IJK=1,10
180      200 WRITE(8)TSTOP,ISTOP,ISTOP,TSTOP,ISTOP*
            END FILE 8
            REWIND 8
185      300 READ(8)T1,A1,B1,C1
            IF(T1.EQ.TSTOP) GO TO 400
            READ(8)T2,A2,B2,C2
            WRITE(7,9020)T1,A1,B1,C1,T2,A2,B2,C2
190      9020 FORMAT(F7.4,3F8.5,F7.4,3F8.5)
            GO TO 300
            CONTINUE
            IF(NPLN)66,67,66
        C
        C...PLOTING
        66 CALL INITPLT
            CALL PLOT(0.,-11.,-3)
            CALL PLOT(0.,2.,-3)
            JPL=IXT
            DO 69 IPLN=1,NPLN
            CALL VPLOTS(IPLN)
200      69 CONTINUE
            CALL FIN
            67 RETURN
            END

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01/10/76 11.00.54

FTN 4.6\*4338

SUBROUTINE RKDIF 74/74 OPT=1

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1      SUBROUTINE RKDIF
      C FOURTH ORDER RUNGE KUTTA NUMERICAL INTEGRATION SUBROUTINE
      DIMENSION Y(12),SY(12),Y0(12),Y1(12),Y2(12)
      COMMON/STATE/Y
      COMMON/DYNAMIC/TIME,DTIME,FTIME, JY(12),JREAR,M4
      H=DTIME/2.0
      DO 10 I=1,12
      SY(I)=Y(I)
      Y0(I)=Y(I)
      Y1(I)=H*DY(I)+Y(I)
      TIME=TIME+H
      CALL STEQU
      DO 20 I=1,12
      Y1(I)=DY(I)
      Y(I)=SY(I)+H*DY(I)
      CALL STEQU
      DO 30 I=1,12
      Y2(I)=DY(I)
      Y(I)=SY(I)+DTIME*DY(I)
      CALL STEQU
      TIME=TIME+H
      H=H/3.0
      DO 40 I=1,12
      PR1=2.0*(Y1(I)+Y2(I))
      PR2=Y0(I)+DY(I)
      Y(I)=SY(I)+H*PR1+H*PR2
      CONTINUE
      CALL STEQU
      RETURN
      END

```

```

1  SUBROUTINE STEQU
   C STATE EQUATIONS OF THE DYNAMIC SYSTEM
   REAL MH, IH, MB, IB, M2, M3, M4, K2, K3, JN2, JN3, L2, L3, KSTOP, KI
   COMMON/STATE/THETA, DTHETA, PHI, DPHI, Y0, DY0, YW2, YW3, DYW3, YW4,
   10 YW4
   COMMON/SECV/Y2, DY2, Y3, DY3, Y4, DY4, YB, DYB, D2YB, D2Y0, D2PHI, D2THETA,
   10 D2YW2, D2YW3, D2YW4, DEL2, DEL3, DEL4, YSP2, YSP3, YSP4, YST2, YST3, YST4
   COMMON/FORCE/FV2, FV3, FV4, FH2, FH3, FH4, FY2, FSY3, FSY4, FX2, FSX3, FSX4,
   10 FFS, FBS, FX34, FY34, WTR2, WTR3, WTR4
   COMMON/VEHCL/MH, IH, MB, IB, M2, M3, M4, L2, L3, S34, SFS, SPS, SB, A, HS, KSTOP,
   10 SPEED, GGHSTOP, ST3AP
   COMMON/DYNAMIC/TIME, DTIME, FTIME, DER(12), JREAR, MM
   COMMON/TIRE/KT, BT, RAD, CONL, BS, AKC, A3C, PRESS, TILM, TSIF, ITIRE

15  C CALL SUBROUTINES TO DETERMINE THE FORCES ON VARIOUS
   C VEHICLE COMPONENTS
   IF(ITIRE.NE.4)CALL POINTC
   IF(ITIRE.EQ.4)CALL ADORG
   CALL SUSP
   CALL BOGIE

20  C
   CTHETA=COS(THETA)
   CPHI=COS(PHI)
   STHETA=SIN(THETA)
   SPHI=SIN(PHI)

25  C
   C*****
   C SYSTEM STATE EQUATIONS
   C*****
   C THE STATE VARIABLES ARE**
   C (1) HULL PITCH ANGLE
   C (2) HULL PITCH VELOCITY
   C (3) BOGIE PITCH ANGLE
   C (4) BOGIE PITCH VELOCITY
   C (5) HULL HEAVE DISPLN
   C (6) HULL HEAVE VELOCITY
   C (7) FRONT AXLE DISPLN
   C (8) FRONT AXLE VELOCITY
   C (9) MIDDLE AXLE DISPLN
   C (10) MIDDLE AXLE VELOCITY
   C (11) REAR AXLE DISPLN
   C (12) REAR AXLE VELOCITY
   C
   DER(1)=DTHETA
   DER(2)=2./IH*(FY3*(L3*CTHETA+(S34+GG)*STHETA)+FFS*(L3-SFS)*
   10 CTHETA+GG*STHETA)+FBS*(L3+SBS)*CTHETA+GG*STHETA)-((S34+GG)*CTHETA
   1- L3*STHETA)+FX34-FY2*(L2*CTHETA-GG*STHETA)-FX2*(L2*STHETA+GG*
   20 CTHETA))
   DER(3)=DPHI
   DER(4)=2./IB*(FSY4*A*CPHI +FSX4*A*SPHI+FY34*SB*SPHI
   1- FX34*SB*CPHI -FSY3*A*CPHI-FSX3*A*SPHI)
   DER(5)=DY0
   DER(6)=1./MH*(-MH*32.2+2.*(FY2+FY34+FFS+FBS))
   DER(7)=DYW2
   DER(8)=1./M2*(-M2*32.2+FY2-FY2)
   DER(9)=DYW3
   DER(10)=1./M3*(-M3*32.2+FY3-FY3)

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60      DER(11)=DYH4
        DER(12)=1./M4*(-M4*32.2+FY4-FS/4-FBS)
        C*****
        C*****
        C*****
        C DETERMINE VALUES OF VARIOUS ACCELERATIONS
          D2THETA=DER(2)
          D2PHI=DER(4)
          D2Y0=DER(6)
          D2YH2=DER(8)
          D2YH3=DER(10)
          D2YH4=DER(12)
          D2YH8=D2Y0+L3*(-STHETA*DTHETA*DTHEIA*CTHETA*D2THETA)+S34*(CTHETA*
70      10THETA*DTHEIA+STHETA*D2THETA)+S8*(CP-I*DPHI+Sphi*D2PHI)
          RETURN
          END

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1  SUBROUTINE POINTC
C SUBROUTINE TO CALCULATE FIRE FORCES FOR THE FIRST THREE FIRE MODELS
REAL NH, IH, MB, IB, Y2, M3, M4, K2, K3, JN2, JN3, L2, L3, KSTOP, KT
COMMON/STATE/THETA, DTHETA, PHI, DPHI, Y0, DY0, YW2, DYW2, YW3, DYW3, YW4,
10 YW4
COMMON/SECV/Y2, DY2, Y3, DY3, Y4, DY4, Y5, DY5, D2YB, D2YG, D2PHI, D2THETA,
102 YW2, D2YW3, D2YW4, DEL2, DEL3, DEL4, YSP2, YSP3, YSP4, YST2, YST3, YST4
COMMON/FORGE/FV2, FV3, FV4, FH2, FH3, FH4, FY2, FSY3, FSY4, FX2, FSX3, FSX4,
10 FFS, FBS, FX34, FY34, WIR2, WIR3, WIR4
COMMON/VEHCL/NH, IH, MB, IB, M2, M3, M4, L2, L3, S34, SFS, SDS, SB, A, HS, KSTOP,
10 SPEED, GG, HSTOP, STSAP
COMMON/DYNAMIC/TIME, DTIME, FTIME, DER(12), JREAR, MM
COMMON/FIRE/KT, BT, RAD, CONL, BS, AKC, A3C, PRESS, TLI4, TSTIF, ITIPE
COMMON/GRND/TER(500), OTER(500), DYX(500), ODYX(500), JMAX, MM, NM, XDEL
15 1, YRMS
COMMON/PHASE/IPS, LPHS, KPHS, NXF, IXT, JSTP, JPHS

C TERRAIN ELEVATION AND RATE OF CHANGE OF ELEVATION
C UNDER EACH FIRE
Y2=TER(KPHS+MM)
Y3=TER(KPHS+NM)
Y4=TER(KPHS)
DY2=SPEED*DYX(KPHS+MM)
DY3=SPEED*DYX(KPHS+NM)
DY4=SPEED*DYX(KPHS)

25 C VERTICAL FIRE FORCES
C
TDEF2=YST2+Y2-YW2
TDEF3=YST3+Y3-YW3
TDEF4=YST4+Y4-YW4
FC2=TDEF2*KT+BT*(DY2-DYW2)
FC3=2.*(KT*TDEF3+BT*(DY3-DYW3))
FC4=2.*(KT*TDEF4+BT*(DY4-DYW4))
IF(TDEF2-GE.TLIM)FC2=TLIM*KT+BT*(DY2-DYW2)+(TDEF2-TLIM)*KT*TSTIF
35 . IF(TDEF3-GE.TLIM)FC3=2.*(KT*TLIM+BT*(DY3-DYW3)+(TDEF3-TLIM)*KT*
1TSTIF)
IF(TDEF4-GE.TLIM)FC4=2.*(KT*TLIM+BT*(DY4-DYW4)+(TDEF4-TLIM)*KT*
1TSTIF)
FV2=FC2
FV3=FC3
FV4=FC4
IF(FC2.LE.0.)FV2=0.
IF(FC3.LE.0.)FV3=0.
IF(FC4.LE.0.)FV4=0.

45 C HORIZONTAL FIRE FORCES
FH2=-FV2*DYX(KPHS+MM)
FH3=-FV3*DYX(KPHS+NM)
FH4=-FV4*DYX(KPHS)

50 C
RETURN
END

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2

PAGE

01/10/78 11.00.54

FTN 4.6-4338

OP11

7474

SUBROUTINE POINTC

SYMBOLIC REFERENCE MAP (R=1)

ENTRY POINTS

1 POINTC

01/10/78 11.00.54

FTN 4.6+4338

74/74 OPT=1

SUBROUTINE ADORG

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1  SUBROUTINE ADORG
C THIS SUBROUTINE ORGANIZES CALCULATIONS OF THE THREE VERTICAL
C AND THREE HORIZONTAL FORCES ACTING ON THE AXLES, USING
C ADAPTIVE FOOTPRINT TIRE MODEL
5  COMMON/ADMDL/ADDT,ADSDT,ADTH(40),ADDX(40),ADST(40),ADCT(40),
1ADIT(40),NSG(40),NADS,NBACK,NAD2,ISCHEM,Y1,JGR,FX,FY,TLENT
2,YI12,YI13,YI14,DYD,TERI2,TERI3,TERI4
COMMON/SECW/2,DY2,Y3,DY3,Y4,DY4,YB,DYB,D2YB,D2PHI,D2THETA,
102YH2,D2YH3,D2YH4,DEL2,DEL3,DEL4,YSP2,YSP3,YSP4,YST2,YST3,YST4
COMMON/STATE/THETA,DTHETA,PHI,DPHI,Y0,DY0,YH2,DYH2,YH3,DYH3,YH4,
10YH4
COMMON/FORCE/FV2,FV3,FV4,FH2,FH3,FH4,FY2,FSY3,FSY4,FSX4,
1FFS,FBS,FX34,FY34,WIR2,WIR3,WIR4
COMMON/GRND/TER(50),OTER(500),OYX(500),ODYX(500),JMAX,MH,NM,XDEL
1,YRNS
COMMON/PHASE/IPHS,LPHS,KPHS,NXT,IXT,JSTP,JPHS
GO TO (10,11,12),JADPT
GO TO 10
C FRONT TIRE
10 YI1YI12
YH=YH2
JGR=KPHS+MH
Y2=TER(JGR)
DYH=DYH2
TERI=TERI2
GO TO 13
C MIDDLE TIRES
11 YI1YI13
YH=YH3
JGR=KPHS+M4
Y3=TER(JGR)
DYH=DYH3
TERI=TERI3
GO TO 13
C REAR TIRES
12 YI1YI14
YH=YH4
JGR=KPHS
Y4=TER(JGR)
DYH=DYH4
TERI=TERI4
13 CONTINUE
C ALL TIRES
YI1YI1+YH-TERI
CALL ADAPT
GO TO (51,52,53),JADPT
C FRONT TIRE
51 FV2IFY
FH2=FX
GO TO 54
C MIDDLE TIRES
C MULTIPLY BY 2 , SINCE TWO TIRES ON MIDDLE AND BACK AXLES
52 FV3=2.*FVY
FH3=2.*FXX
GO TO 54
C REAR TIRES
53 FV4=2.*FVY

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SUBROUTINE ADORG      74/74    OPT=1      FTN 4.6+433B      01/10/78    11.00.54      PAGE    2

FM432.\*FXX  
54 CONTINUE  
40 CONTINUE  
RETURN  
END

60



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1  SUBROUTINE ADAPT
C SUBROUTINE ADAPT DETERMINES FORCES ON A TIRE, GIVEN ITS
C POSITION ON THE PROFILE AND HEIGHT OF THE CENTER ABOVE THE REFERENCE
C PLANE. THE TIRE MODEL USED IS ADAPTIVE TIRE MODEL
5 C A CHOICE OF THREE ADAPTIVE MODELS OF VARYING DEGREE OF SOPHISTICATION
C IS AVAILABLE
C
C ISCHEM=0 THE FORCES ARE DETERMINED FROM APPROXIMATE GEOMETRICAL
C CONSIDERATIONS
10 C ISCHEM=1 THE GEOMETRICAL RELATIONS ARE MORE ACCURATE, BUT THE GROJND
C CONTACT LENGTH HAS TO BE CONTINUOUS AND THE BOTTOM POINT OF TIRE
C HAS TO BE ON CONTACT LINE
C ISCHEM=2 ELIMINATES THE ABOVE CONSTRAINTS
C
15 C THE SIMULATION COST INCREASES AS THE VALUE OF ISCHEM IS INCREASED
COMMON/GRND/TER(500),OTER(500),OYX(500),OYX(500),JMAX,M,NM,XDEL
1,YRMS
COMMON/TIRE/KT,BI,RAD,CONL,BS,AKC,ABC,PRESS,ILIN,ISTIF,ITIRE
COMMON/ADH/L/ADDT,ADST,ADTH(40),ADUX(40),ADST(40),ADCT(40),
20 1ADIT(40),NSG(40),NADS,NBACK,NAD2,ISCHEM,Y1,JGR,FXX,FYY,TLENT
2,YI12,YI13,YI14,DVM,TER12,TER13,TER14
COMMON/VEHCL/MH,IM,MB,IB,M2,M3,M4,L2,L3,S34,SFS,S9S,SB,A,HS,KSTOP,
1SPEED,GG,HSTOP,STJAP
DIMENSION FP(40),FKT(40),FNG(40),FHG(40),
25 1DEL(40),DELIA(40),APHI(40),AL1(40),AL2(40),AL(40)
2,ODEL(40),IDAMP(40),FBT(40)
PI2=1.5708
IBACK=0
C
30 C CLEARING UP ARRAYS
DO 20 K=1,NAD2
DELTA(K)=0.
DEL(R(K))=0.
AL1(K)=0.
AL2(K)=0.
AL(K)=0.
APHI(K)=0.
ODEL(K)=0.
IDAMP(K)=0.
FKT(K)=0.
FBT(K)=0.
20 CONTINUE
C*****
C GEOMETRIC CALCULATIONS
C*****
I=1
37 JNO=JGR*NSG(I)
IF(JNOD.LF.2)JNOD=2
APHI(I)=ATAN(OYX(JNOD))
IF(IBACK.EQ.0)APHI(I)=ATAN(OYX(JNOD-1))
IF(APHI(I).GT.PI2)APHI(I)=APHI(I)-3.14159
C
55 C DETERMINE VERTICAL AND RADIAL DEFLECTIONS
DELTA(I)=RAD*ADCT(I)+TER(JNOD)-Y1
ODEL(I)=(SPEED*OYX(JNOD)-OYX)/ADCT(I)
IF(ISCHEM.EQ.0)GO TO 31

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60 IF (ABS (ABS (APHI(I) - ADTH(I)) - PI2) .LE. 0.1) GO TO 31
   IF (ABS (ABS (APHI(I) - ADTH(I) + ADT/2.) - PI2) .LE. 0.1) GO TO 31
   IF (ABS (ABS (APHI(I) - ADTH(I) - ADT/2.) - PI2) .LE. 0.1) GO TO 31
   IF (I.EQ.1) DELR(I) = DELTA(I)
   IF (I.EQ.1) GO TO 33
   DELR(I) = ADX(I) / AJST(I) + DELTA(I) - ADX(I) / ADT(I) *
     1 (ADCT(I) - ADST(I) * TAN(APHI(I) - ADTH(I)))
65 33 IF (DELR(I) .GT. 0.0) IDAMP(I) = 1
   IF (DELR(I) .LE. 0.0) GO TO 40
   IF (DELR(I) .GT. RAD) GO TO 31
   IF (DELR(I) .GT. RAD) GO TO 31

C DETERMINE CONTACT LENGTH
70 AL1(I) = (RAD - DELR(I)) * ADSOT / COS(APHI(I) - ADTH(I) - ADT/2.)
   AL2(I) = (RAD - DELR(I)) * ADSOT / COS(APHI(I) - ADTH(I) + ADT/2.)
   IF (AL1(I) .GT. DELR(I)) GO TO 40
   IF (AL2(I) .GT. DELR(I)) GO TO 40
   AL(I) = AL1(I) + AL2(I)
   GO TO 35

C APPROXIMATE MODEL
31 DELR(I) = DELTA(I) * ADCT(I)
   IF (DELR(I) .LE. 0.0) GO TO 34
   AL(I) = (RAD - DELR(I)) * ADT
   APHI(I) = ADTH(I)

C 35 I=I+1
   IF (I.GT. NAM2) GO TO 36
   GO TO 37

C NO SECTOR GROUND CONTACT
34 DELR(I) = 0.
   AL(I) = 0.
   IF (ISCHEM.EQ.2) GO TO 35
   -IF (IBACK.EQ.1) GO TO 36
   IBACK1
   I=NBAC
   GO TO 37

C PARTIAL CONTACT
95 40 DIFPT=APHI(I) - ADTH(I)
   IF (ABS(DIFPT) .LT. 0.001 .AND. DELR(I) .LE. 0.0) GO TO 34
   IF (ABS(DIFPT) .LT. 0.001 .AND. DELR(I) .GT. 0.0) GO TO 44
   IF (DIFPT) 41, 41, 42
42 ZHS=DELR(I) / TAN(DIFPT)
   GO TO 43
41 ZHS=DELR(I) / TAN(-DIFPT)
43 ZHS=ADT * RAD/2.
   IF (ZHS .GT. YHS) GO TO 44
   AL(I) = (YHS + ZHS) / COS(DIFPT)
   IF (AL(I) .LE. 0.0) GO TO 34
   GO TO 35
35 CONTINUE

C *****
C FORCE CALCULATIONS
C *****
FXX=0.
FYY=0.

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115      TLENT=0.0
      DO 50 I=1,NAO2
      TLENT=TLENT+AL(I)
      FP(I)=BS*AL(I)*PRESS
      IF(FP(I).LE.0.0)FP(I)=0.0
      IF(DELR(I).LE.0.0)DELR(I)=0.0
      FKT(I)=AKC*ADOT*BS*(RAD*DELR(I)-DELR(I)*DELR(I)*0.5)
      IF(FKT(I).LE.0.0)FKT(I)=0.0
      1+TSIIF*AK2*ADOT*BS*(RAD*FKT(I)=AKC*ADOT*BS*(RAD*TLIM-TLIM*TLIM*0.5)
      IF(DELR(I).GE.TLIM)FKT(I)=AKC*ADOT*BS*(RAD-TLIM)*(DELR(I)-TLIM)
      FBT(I)=ABC*RAD*BS*ADOT*DOEL(I)*FLOAT(IDAMP(I))
      FNG(I)=FP(I)+(FKT(I)+FBT(I))*COS(APHI(I))-ADTH(I)
      IF(FNG(I).LE.0.0)FNG(I)=0.
      FNG(I)=(FKT(I)+FBT(I))*SIN(APHI(I))-ADTH(I)
      FYY=FYY+FNG(I)*COS(APHI(I))+FNG(I)*SIN(APHI(I))
      FXX=FXX-FNG(I)*SIN(APHI(I))+FNG(I)*COS(APHI(I))
50      CONTINUE
      RETURN
      END

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1      SUBROUTINE SUSP
      C SUBROUTINE TO CALCULATE SUSPENSION FORCES
      REAL MH, IH, MB, IB, M2, M3, M4, K2, K3, JN2, JN3, L2, L3, KSTOP, KT
      COMMON/STATE/THETA, DTHETA, PHI, DPHI, YG, DY0, YM2, DYM2, YM3, DYM3, YM4,
1      DYM4
      COMMON/SEC/Y2, JY2, Y3, DY3, Y4, DY4, Y9, DY9, D2Y0, D2PHI, D2THETA,
10     Y2YM2, D2YM3, D2YM4, DEL2, DEL3, DEL4, YSP2, YSP3, YSP4, YSF2, YSF3, YSF4,
      COMMON/FORCE/FV2, FV3, FV4, FH2, FH3, FH4, FY2, FSY3, FSY4, FSX3, FSX4,
11     FFS, FBS, FX34, FY34, MTR2, MTR3, MTR4
      COMMON/VEHCL/MH, IH, MB, IB, M2, M3, M4, L2, L3, S34, SFS, S35, SB, A, HS, KSTOP,
12     ISPEED, GGG, HSTOP, SIGAP
      COMMON/SPSN/K2, JN2, K2, K3, JN3, R33, SN, B2VJ, B2VR
      FRSF=0.05
      STHETA=SIN(THETA)
      CTHETA=COS(THETA)
      Sphi=SIN(PHI)
      Cphi=COS(PHI)
      C***]ISPLACEMENTS AND VELOCITIES OF SUSPENSION TOP ENDS
      YB=Y0+L3*STHETA+S34*(1.-CTHETA)+SB*(1.-Cphi)
      DYB=DY0+L3*CTHETA+DTHETA+S34*STHETA+DTHETA+SB*Sphi+DPHI
      YS2=Y0-L2*STHETA
      DYS2=DY0-L2*CTHETA+DTHETA
      YS3=YB-A*Sphi
      YS4=YB+A*Sphi
      DYS3=DYB-A*CPHI+DPHI
      DYS4=DYB+A*CPHI+DPHI
      C***LEAF SPRING FORCES
      DEL2=YSP2+YM2-Y52
      DEL3=YSP3+YM3-Y53
      DEL4=YSP4+YM4-Y54
      DUEL2=DYM2-DYS2
      DUEL3=DYM3-DYS3
      DUEL4=DYM4-DYS4
      FK2=K2*DEL2
      FK3=K3*DEL3
      FK4=K3*DEL4
      SIGN=1.
      IF (DDEL2.LE.0.) SIGN=-1.
      FB2=FRSF*K2*ABS(YM2-Y52)*SIGN
      SIGN=1.
      IF (DDEL3.LE.0.) SIGN=-1.
      FB3=FRSF*K3*ABS(YM3-Y53)*SIGN
      SIGN=1.
      IF (DDEL4.LE.0.) SIGN=-1.
      FB4=FRSF*K3*ABS(YM4-Y54)*SIGN
      C***STOP CONTACT FORCES
      FSTOP2=0.
      IF (DEL2.GE.JN2) FSTOP2=(DEL2-JN2)*SN*K2
      IF (DEL2.GE.RB2) FSTOP2=(DEL2+RB2)*SN*K2
      FSTOP3=0.
      IF (DEL3.GE.JN3) FSTOP3=(DEL3-JN3)*SN*K3
      IF (DEL3.GE.RB3) FSTOP3=(DEL3+RB3)*SN*K3
      FSTOP4=0.
      IF (DEL4.GE.JN3) FSTOP4=(DEL4-JN3)*SN*K3
      IF (DEL4.GE.RB3) FSTOP4=(DEL4+RB3)*SN*K3
      C***VISCOS DAMPER FORCE
      B2V=B2VJ

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```
IF(DDDEL2.LE.0.0)B2V=B2VR
FB2V=B2V*(CYM2-DYS2)
C*****TOTAL SUSPENSION FORCES
60  FV2=FK2+FB2F+FB2V+FSTOP2
    FV3=FK3+FB3F+FSTOP3
    FV4=FK4+FB4F+FSTOP4
    FX2=FH2
    FSX3=FH3
    FSX4=FH4
    RETURN
65  END
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1      SUBROUTINE BOGIE
C SUBROUTINE TO CALCULATE BOGIE AND STOP FORCES
REAL MH,IB,MB,IB,M2,M3,M4,K2,K3,JN2,JN3,L2,L3,KSTOP,KI
COMMON/STATE/THETA,DTHETA,PHI,DPHI,YO,DYD,YM2,DYM2,YM3,DYM3,YM4,
1DYM4
COMMON/SECV/Y2,DY2,Y3,DY3,Y4,DY4,YB,DYB,YC,DYC,DPHI,D2THETA,
1D2YM2,D2YM3,D2YM4,DEL2,DEL3,DEL4,YS2,YS3,YS4,YS22,YS23,YS24,
COMMON/FORCE/FV2,FV3,FV4,FH2,FH3,FH4,FY2,FY3,FY4,FX2,FX3,FX4,
1FFS,FBS,FX34,FY34,FH22,FH23,FH24,FY22,FY23,FY24,FX34,FX4,
COMMON/VEHCL/MH,IB,MB,IB,M2,M3,M4,L2,L3,S34,SFS,SBS,SB,A,HS,KSTOP,
1SPEED,GG,HSTOP,STGAP
COMMON/SPSN/K2,JN2,RB2,K3,JN3,RB3,SN,R2VJ,B2VR
CTHETA=COS(THETA)
CPHI=COS(PHI)
STHETA=SIN(THETA)
SPHI=SIN(PHI)

C STOP FORCES
GB=SBS*(THETA-PHI)+STGAP-DEL4
GF=SFS*(PHI-THETA)+STGAP-DEL3
FFS=0.
FBS=0.
IF (GF.LE.0.0.AND.ABS(GF).LT.HSI) FFS=-KSTOP*GF*K3
IF (GF.LE.0.0.AND.ABS(GF).GE.HSI) FFS=-HSTOP*K3*(HS+GF)+KSTOP*K3*HS
IF (GB.LE.0.0.AND.ABS(GB).LT.HSI) FBS=-KSTOP*GB*K3
IF (GB.LE.0.0.AND.ABS(GB).GE.HSI) FBS=-HSTOP*K3*(HS+GB)+KSTOP*K3*HS

C BOGIE FORCES
FX34=FSX3+FSX4
XA=-MH*32.2+2.*(FY2+FFS+FBS)
XB=L3*CTHETA*(S34+GG)*STHETA
XC=FFS*(L3-SFS)*CTHETA+GG*STHETA)+SBS*(L3+SBS)*CTHETA+GG*STHETA)
1-(S34+GG)*CTHETA-L3*STHETA)+FX34-FY2*(L2*CTHETA-GG*STHETA)
2-FY2*(L2*STHETA+GG*CTHETA)
XD=FSY3+FSY4-MB*32.2/2.
XE=SBS*SPHI
XF=FSY4+A*CPHI+FSX4+A*SPHI-FX34*SBS*CPHI-FSY3*A*CPHI-FSX3*A*SPHI
XG=L3*CTHETA*S34*STHETA+GG*STHETA
XH=SBS*SPHI
XI=-L3*STHETA*DTHETA+DTHETA+S34*CTHETA*DTHETA+DTHETA+3B*CPHI*DPHI
1*DPHI+GG*CTHETA*DTHETA+DTHETA*DTHETA
FV34=(2.*XD/MB-XA/MB-2.*XG*XC/I+2.*XH*XF/IB-XI)
1/(2.*XG*XB/IB+2.*XH*XE/IB+2./M1+2./MB)
RETURN
END

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1      SUBROUTINE PSTORE
C SUBROUTINE TO STORE SELECTED VARIABLES FOR PLOTTING
COMMON/STATE/THETA,DTHETA,PHI,DPHI,Y0,DY0,YM2,DYM2,YM3,DYM3,YM4,
10YH4
5      COMMON/SECW/Y2,DY2,Y3,DY3,Y4,DY4,Y9,DY9,D2Y9,D2PHI,D2THETA,
10DYH2,D2YM3,D2YM4,DEL2,DEL3,DEL4,YSP2,YSP3,YSP4,YST2,YST3,YST4
COMMON/FORCE/FV2,FV3,FV4,FH2,FH3,FH4,FY2,FSY3,FSY4,FX2,FSX3,FSX4,
1FFS,FBS,FX34,FY34,FH34,WTR2,WTR3,WTR4
COMMON/DYNAMIC/TIME,DTIME,FTIME,DTER(12),JREAR,MH
COMMON/XYPLT/NPLTM,NPLT(10),PLT(10,500),XREAR,JPL,IXAX
10     1,PLSTR,PLSTP,LIMP
COMMON/GRND/TER(500),OTER(500),DYX(500),DDYX(500),JMAX,MH,NW,XDEL
11,WRMS
COMMON/PHASE/PHS,LPHS,KPHS,NXT,IXT,JSTP,JPHS
15     DIMENSION YPLT(40)
YPLT(1)=THETA*180./3.14159
YPLT(2)=DTHETA*180./3.14159
YPLT(3)=PHI*180./3.14159
YPLT(4)=DPHI*180./3.14159
20     YPLT(5)=Y0
YPLT(6)=DY0
YPLT(7)=YM2
YPLT(8)=DYM2
YPLT(9)=YM3
25     YPLT(10)=YM3
YPLT(11)=Y44
YPLT(12)=DYM4
YPLT(13)=FV2/WTR2
YPLT(14)=FV3/WTR3/2.
30     YPLT(15)=FV4/WTR4/2.
YPLT(16)=FH2/WTR2
YPLT(17)=FH3/WTR3/2.
YPLT(18)=FH4/WTR4/2.
YPLT(19)=FY2
35     YPLT(20)=FSY3
YPLT(21)=FSY4
YPLT(22)=Y2
YPLT(23)=Y3
YPLT(24)=Y4
40     YPLT(25)=Y9
YPLT(26)=D2Y0
YPLT(27)=DEL2
YPLT(28)=DEL3
YPLT(29)=DEL4
45     YPLT(30)=OTER(KPHS)
YPLT(31)=TER(KPHS)
DO 11 J=1,NPLTM
MP=NPLT(J)
YPLT(J,IXT)=YPLT(MP)
50     11 CONTINUE
YPLT(9,IXT)=XREAR
IF(IXAX.EQ.1)PLT(9,IXT)=TIME
RETURN
END

```

```

1      SUBROUTINE VPLOTS(IPLN)
C      PLOTTING SUBROUTINE
COMMON/XYPLT/NPLTH,NPLT(10),PLT(10,500),XREAR,JPL,IXAX
5      1,PLSTR,PLSTP,LIMP
      DIMENSION A(500),B(500)
      YPN=FLOAT(NPLT(IPLN))
      JPL1=JPL+1
      JPL2=JPL+2
      DO 10 I=1,JPL
      A(I)=PLT(IPLN,I)
10      CONTINUE
      CALL SCALE(A,6.0,JPL,1)
      IF(IPLN.GT.1)GO TO 11
      DO 12 I=1,JPL
      B(I)=PLT(9,I)
12      CONTINUE
      CALL SCALE(B,5.,JPL,1)
11      CONTINUE
      IF(IXAX.EQ.1)CALL AXIS(0.,0.,4*TIME,-4,5.,0.,8(JPL1),8(JPL2))
      IF(IXAX.EQ.0)CALL AXIS(0.,0.,8*X DISPLN,-8,5.,0.,3(JPL1),3(JPL2))
      CALL AXIS(0.,0.,8*VARIABLE,8,6.,9.,A(JPL1),A(JPL2))
      CALL NUMBER(-0.25,4.5.,14,YPN,30.,-1)
      CALL LINE(B,A,JPL,1,0,0)
      CALL PLOT(3.,0.,-3)
      RETURN
      END
25

```



SUBROUTINE IOLAB 74/74 OPT=1

```
1  SUBROUTINE IOLAB(JS)
   C READ AND PRINT HEADER CARD
   COMMON/IONUM/NMT,VRD,LABEL(80)
   DO 100 I=1,JS
5    READ(NRD,9011) (LABEL(K),K=1,80)
      WRITE(NMT,9006) (LABEL(K),K=1,80)
100  CONTINUE
      9011 FORMAT(80A1)
      9006 FORMAT(20X,80A1)
10  RETURN
    END
```

```

1      SUBROUTINE IOLAB0(DATA)
      C READ AND PRINT REAL DATA CARD
      COMMON/IONJW/NMT,NRD,LABEL(180)
      READ(NRD,9010) (LABEL(K),K=1,30),DATA,(LABEL(J),J=31,42)
      WRITE(NMT,9000) (LABEL(K),K=1,30),DATA,(LABEL(J),J=31,42)
      9010 FORMAT(30A1,F10.4,12A1)
      9000 FORMAT(30X,30A1,3H ; ,F12.3,2X,12A1)
      RETURN
      END
5

```

```

1      SUBROUTINE IOLAB2(JS)
      C READ AND PRINT WITH A LINE SKIP
      COMMON/IONUM/NMT,NRO,LABEL(80)
      DO 100 K=1,JS
          READ(NRO,9011) (LABEL(I),I=1,80)
          WRITE(NMT,9007) (LABEL(I),I=1,80)
      100 CONTINUE
      9011 FORMAT(80A1)
      9007 FORMAT(20X,80A1,/)
      RETURN
      END
10

```


## APPENDIX B

### DETAILS OF THE CONTROL SYSTEM

Details of the control system software included in this appendix supplement the discussion in Chapter 3.

#### B.1 Principal Nomenclature

- |                                   |  |
|-----------------------------------|--|
| A/D                               | - Analog to digital converter. A hardware input device which converts analog voltages to digital (binary) number for computer utilization.                                       |
| ASCII                             | - American standard code for information interchange. A binary coding standard for representing characters and symbols in digital form.  |
| Console Device                    | - An I/O device which is the normal operating system communication channel between the user and the computer.  |
| Core Image                        | - The binary version of a program in a form that the computer can directly execute.  |
| CPU                               | - Central Processing Unit. The hardware in a computer that controls system operation and performs logical and arithmetic operations.   |
| D/A                               | - Digital to Analog converter. A hardware output device which converts digital (binary) numbers into analog voltages.  |
| DAM                               | - Digital to Analog Multiplier. A special type of D/A which multiplies a D/A output by an analog voltage reference.  |
| Data Switches<br>(Sense Switches) | - A group of eight switches on the computer front panel which can be set on or off and tested by the computer for logical processes. (See Figure 11.)                            |
| DMAC                              | - Direct Memory Access Channel. A hardware device which allows high speed (one million words/second) transfer of data to and from the computer memory without effecting the CPU. |
| EAI                               | - Electronic Associates Incorporated. Company which supplied the hardware for the control system.  |

EOF	- End of File. A code which the computer recognizes as the end of a set of data.
EOR	- End of Record. A code which the computer recognizes as the end of a discrete record in a set of data.
FILE	- A set of data, blocked into records and terminated by an EOF, stored on a disk. The file is identified by a file name and may contain programs or data.
I/O	- Input-output.
K	- Symbol for binary one thousand, 1024.
Logical Unit	- A logical unit number (octal) associated with a data set or an I/O device.
Monitor	- Supervisor program which controls system resources and utility program operation. Decodes user commands to execute operating system function.
Object Code	- Binary code produced by the FORTRAN compiler or ASSEMBLER. The object code is input by the loader and linked together to create a core image file.
Octal	- A base eight number system.
Operating System	- (See Monitor)
Record	- A physical or logical partition of data for input or output. Typical block of data read or written during one I/O operation.
Source	- Program code written by the user for input to the compiler or assembler.
	- Carriage return character.

## B.2 Computer Programs

The control system software incorporates two programs: (a) file builder program, and (b) control program. These programs are described in the following.

### B.2.1 File Builder Program

This program reads the paper tapes containing the axle displacement records, packs the data in a buffer and writes them on a disc file, as shown in Figure 9(a). The flow chart of the program is given in Figure B-1.

#### B.2.1.1 Listing

The file builder program is coded in EAI FORTRAN, and a listing of the program appears on the following pages.

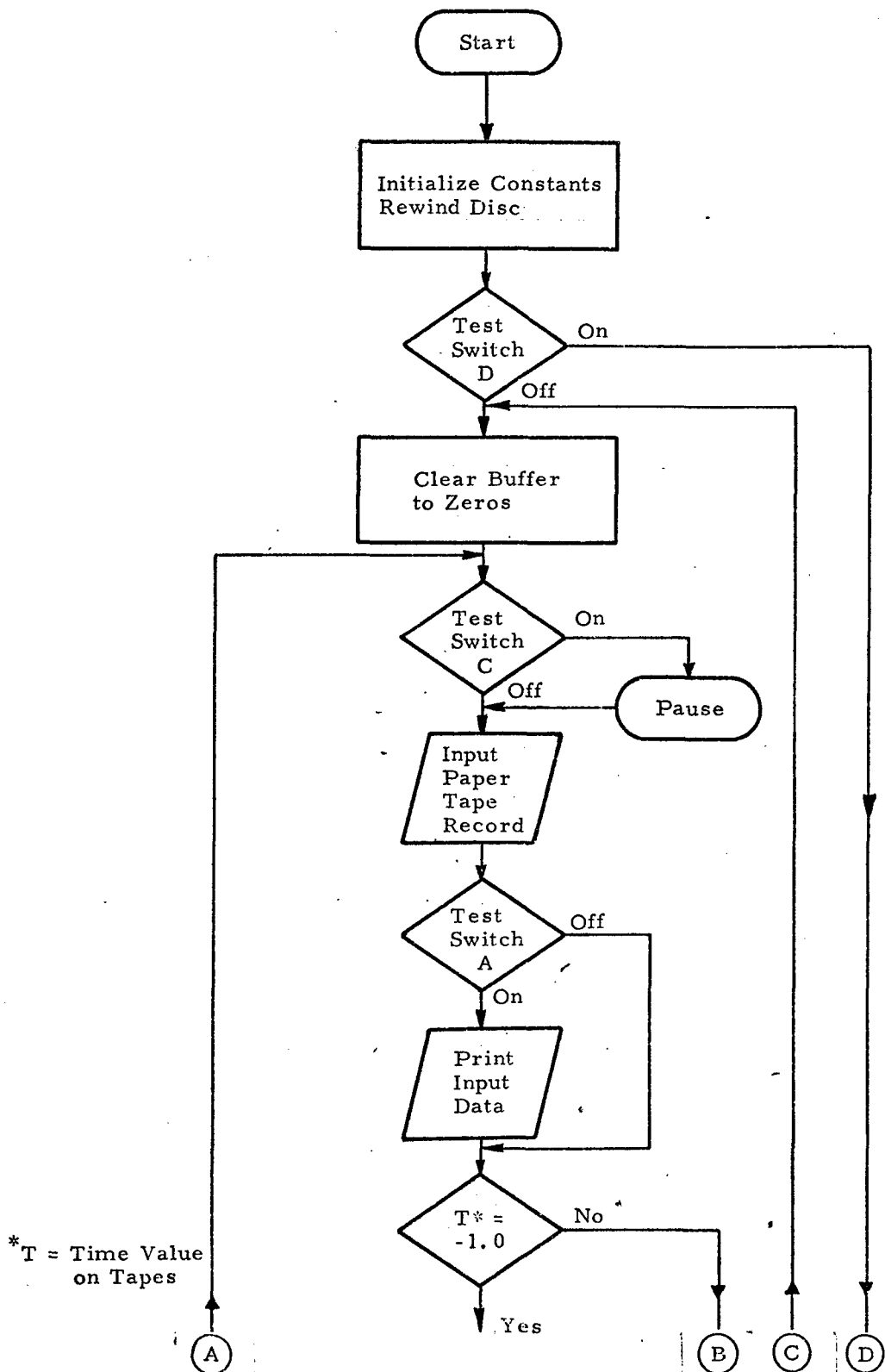


Figure B-1. File Builder Program Flow Chart

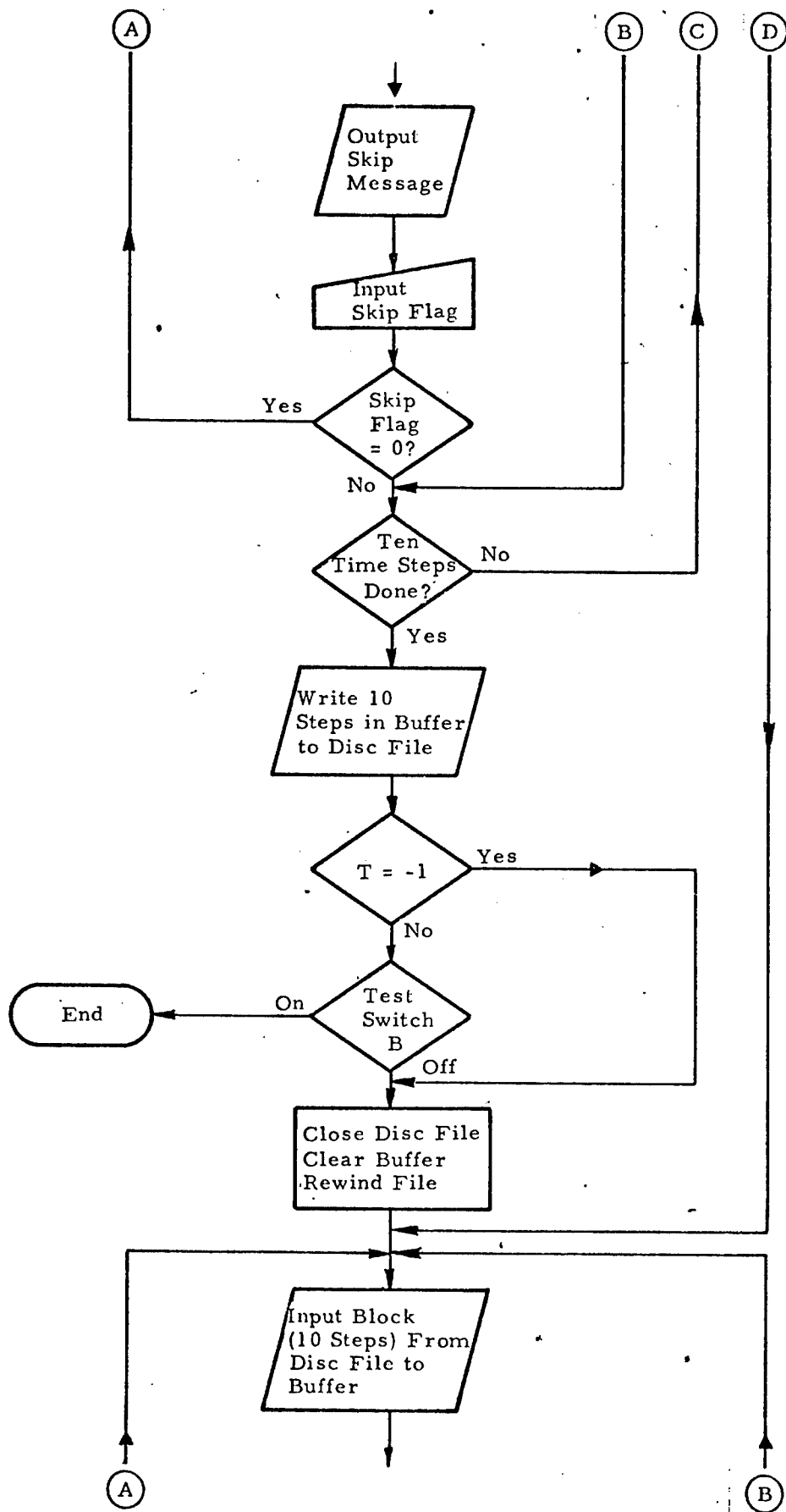


Figure B-1. File Builder Program Flow Chart (Cont)



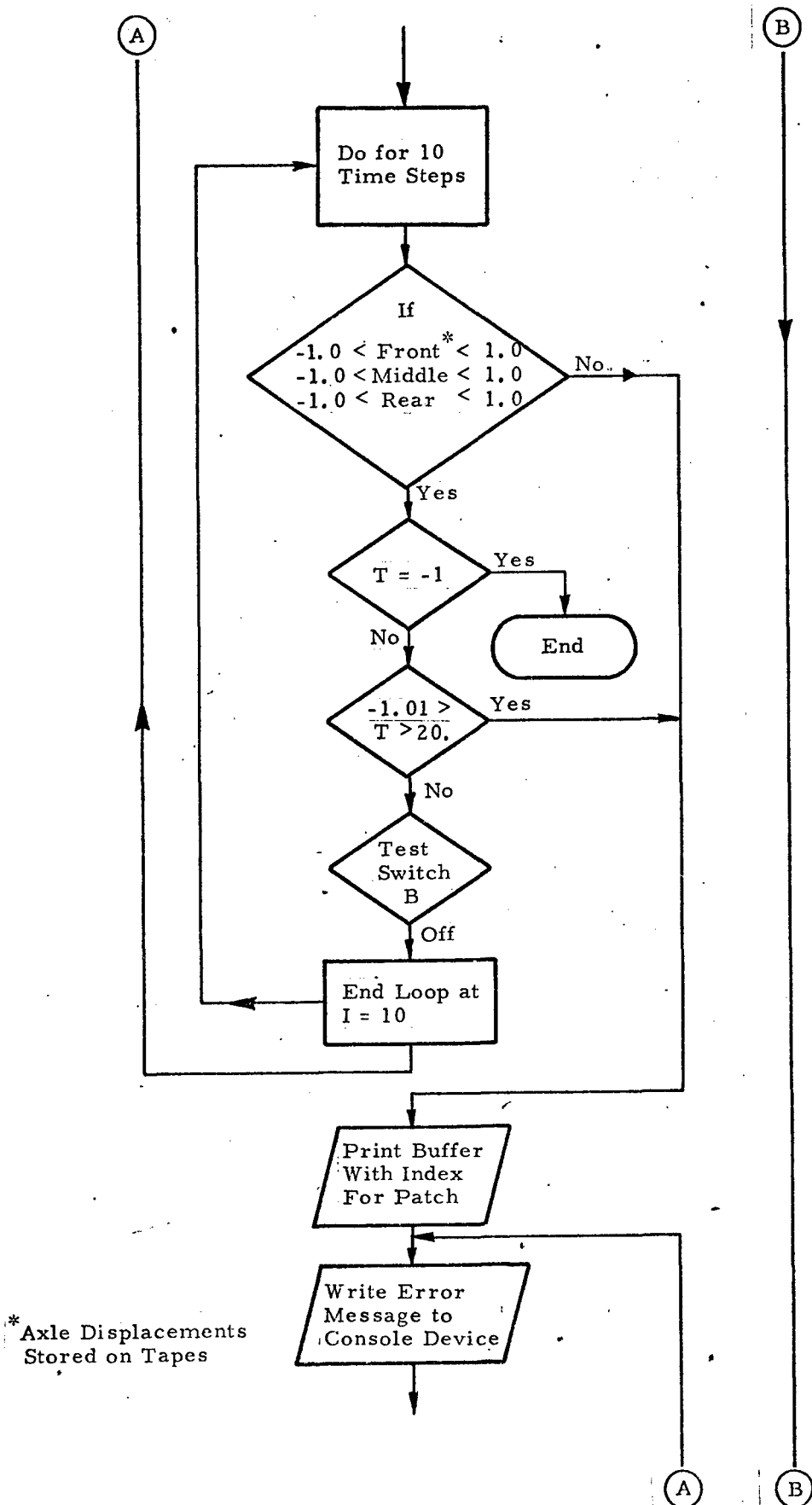


Figure B-1. File Builder Program Flow Chart (Cont)

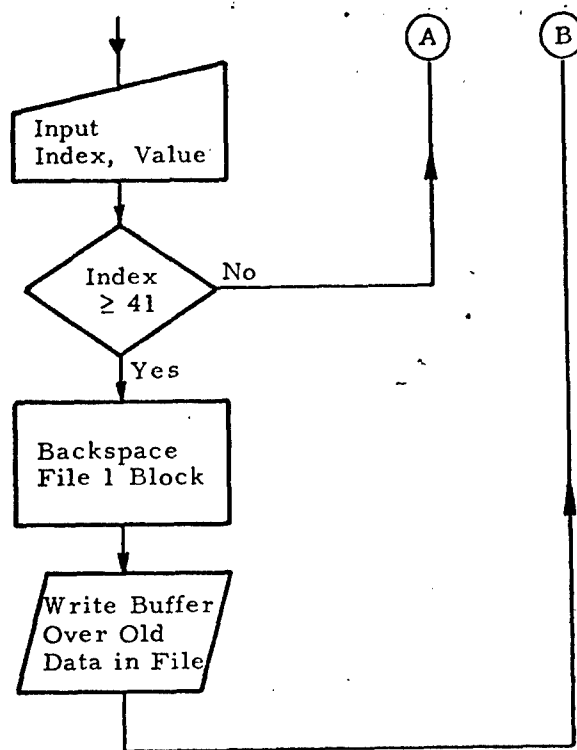


Figure B-1. File Builder Program Flow Chart (Cont)

```

C FILE BUILDER PROGRAM
C INPUT PAPER TAPE DATA TO DISK/PRINT, AND FILE PATCHER
C DATA ON PAPER TAPE IS TEN TIME STEPS PER RECORD ON DISK
C -1.0 IN TIME SLOT MARKS END OF DATA SET
C PROGRAM REQUIRES LOGICAL UNIT 21 OCTAL BE POSITIONED TO DATA SET
C DATA SWITCHES A,B,C,D USED FOR PROGRAM CONTROL
C A ON PRINTS INPUT TAPE AS READ
C B ON ENDS PROGRAM, ABNORMAL EXIT
C C ON PAUSE PROGRAM BEFORE TAPE RECORD INPUT, EACH RECORD = 1 STEP
C D ON SKIPS TAPE INPUT AND LINKS TO SCANNER SECTION
C DISK I/O DONE VIA QMOND CALLS, 44 ELEMENTS PER RECORD
C LAST LINE OF RECORD IS ZERO
  DIMENSION BUFF(120)
  LOGICAL SENSW
  NINP=2
  NTYP=1
  NDISK=17
C OCTAL 21
  NPRNT=16
  NTAPE=4
  WRITE(NTYP,9300)
9300  FORMAT(5X,22H FILE CREATION PROGRAM,/,
  1 22H SET DATA SWITCHES A-D,/,
  2 32H HIT CARRIAGE RETURN TO EXECUTE.,/)
  READ(NINP,9350)
9350  FORMAT(1X)
  REWIND NDISK
  IF(SENSW(4)) GO TO 2100
  DO 1000 I=1,10000
C CLEAR BUFFER TO ZERO
  DO 50 J=1,50
  BUFF(J)=0.0
50  CONTINUE
  DO 100 J=1,10
  K1=(J-1)*4+1
  K2=K1+3
75  IGO=1
  IF(SENSW(3)) PAUSE
  READ(NTAPE,9000) (BUFF(IJK), IJK=K1,K2)
9000  FORMAT(F7.4,3F8.5)
  IF(SENSW(1)) WRITE(NPRNT,9500) (BUFF(IJK), IJK=K1,K2)
9500  FORMAT(5X,4F15.5)
  IF(BUFF(K1).NE.-1.0) GO TO 100
  WRITE(NTYP,9010)
9010  FORMAT(5X,31H -1 INPUT, TYPE 0 TO SKIP, ELSE 1,/)
  READ(NINP,9020) IGO
9020  FORMAT(I1)
  IF(IGO.EQ.0) GO TO 75
100  CONTINUE
C DUMP DATA BUFFER TO DISK
  CALL QMOND(16,NDISK,BUFF(1),BUFF(44))
  IF(BUFF(K1).EQ.-1.0) GO TO 2000
  IF(SENSW(2)) GO TO 3000
1000  CONTINUE
C END FILE ,CLOSE UNIT
2000  ENDFILE NDISK

```

```

C REWIND AND TEST FILE
DO 2025 I=1,44
2025  BUFF(I)=0.0
2050  REWIND NDISK
2100  CALL QMOND(17,NDISK,BUFF(1),BUFF(44))
C TEST DATA TO LOOK FOR BAD POINTS
DO 2200 I=2,40,4
  IF((BUFF(I).GT.1.0).OR.(BUFF(I).LT.-1.0)) GO TO 2300
  IF((BUFF(I+1).GT.1.0).OR.(BUFF(I+1).LT.-1.0)) GO TO 2300
  IF((BUFF(I+2).GT.1.0).OR.(BUFF(I+2).LT.-1.0)) GO TO 2300
  IF(BUFF(I-1).EQ.-1.0) GO TO 3000
  IF((BUFF(I-1).LT.-1.01).OR.(BUFF(I-1).GT.20.0)) GO TO 2300
  IF(SENSE(2)) GO TO 3000
2200  CONTINUE
      GO TO 2100
2300  WRITE(NPRNT,9100)(I,BUFF(I),I=1,40)
9100  FORMAT(4(2X,I2,2X,E12.5))
2400  WRITE(NTYP,9220)
9220  FORMAT(54H INPUT ID = TO BUFFER TO CHANGE AND NEW VALUE,I2E12.5 ,
1 /,16H ID ,GE.41 STOPS ,/)
      READ(NINP,9210)ID,BUFF(ID)
9210  FORMAT(I2,E12.5)
      IF(ID.GE.41) GO TO 2450
      GO TO 2400
2450  BACKSPACE NDISK
      CALL QMOND(16,NDISK,BUFF(1),BUFF(44))
      GO TO 2100
3000  CONTINUE
      CALL EXIT
      END

```

### B.2.2     Control Program

The control program transfers the axle displacement records from a disc storage file to the digital to analog converters as shown in Figure 9(b). The records are synchronized by a crystal controlled real time clock prior to the transmission. Figure B-2 shows a flow chart of the program.

#### B.2.2.1   Listing

An EAI FORTRAN listing of the program appears in the pages following the flow chart.

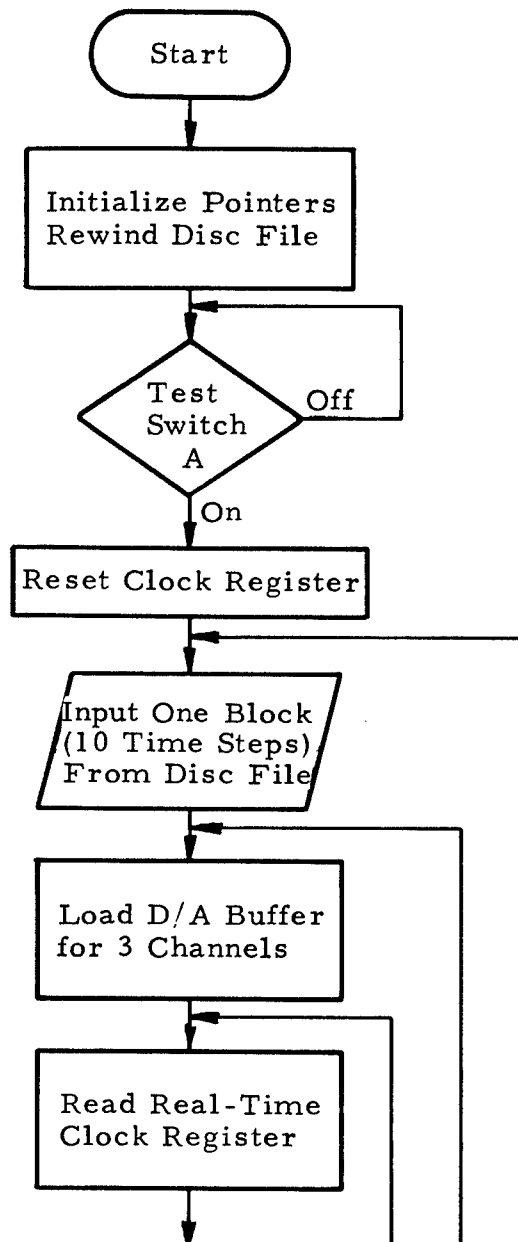


Figure B-2. Control Program Flow Chart

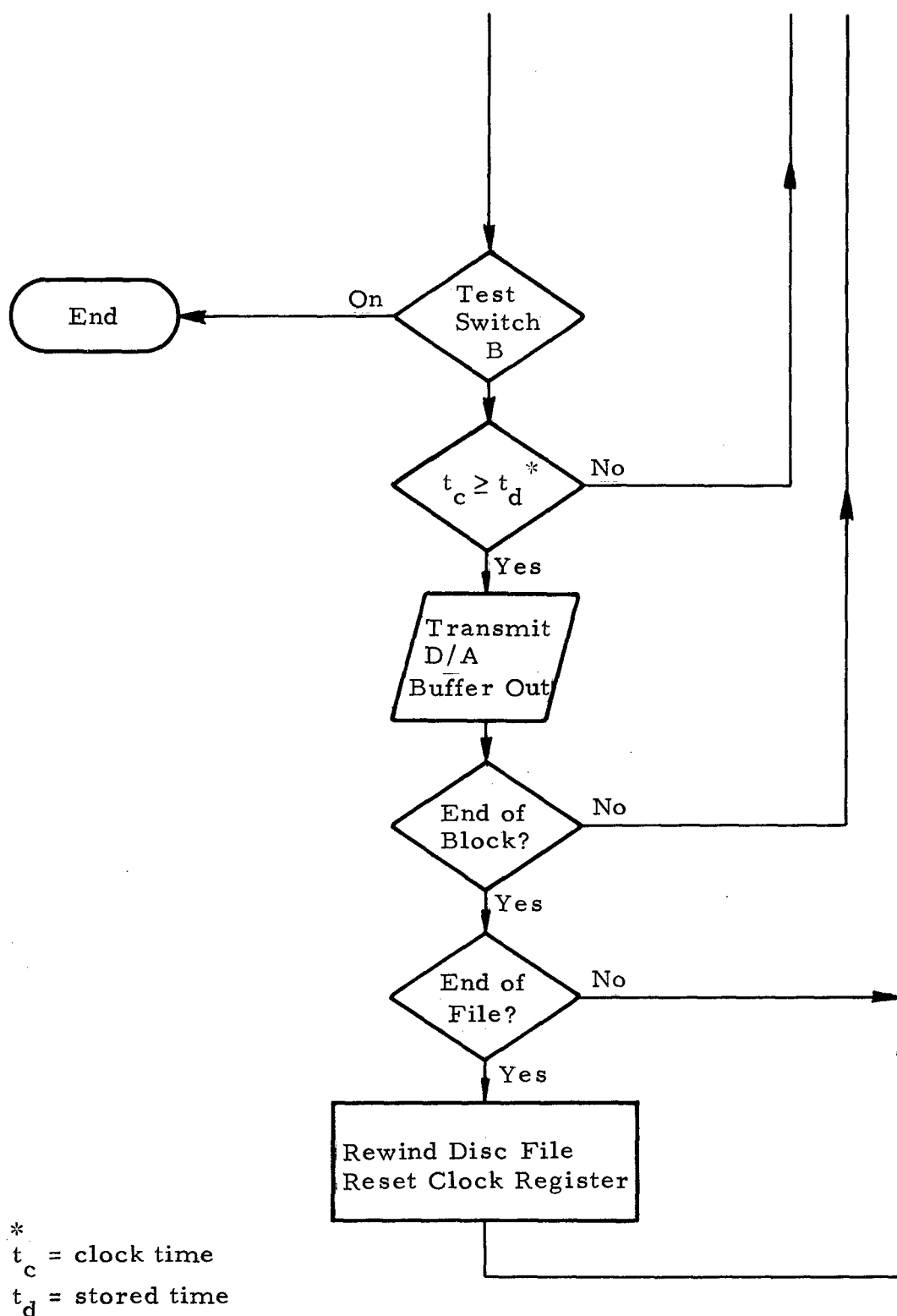


Figure B-2. Control Program Flow Chart (Cont)

```

C TRUCK SHAKER PROGRAM
C INPUT DATA FILE MUST BE POSITIONED TO LOGICAL UNIT 21 TO RUN
  DIMENSION XBUFF(100),ZERO(10)
  LOGICAL SENSW
  DATA ZERO/0.0,0.0,0.0,0.0,0.0,0.0,0.0,0.0,0.0,0.0/
  CALL QSHYIN(IERR,580)
  NDISK=17
C EQUALS OCTAL 21
  NTYP=1
  NIMP=2
  WRITE(NTYP,9001)
9001  FORMAT(15H PROGRAM SHAKER,/,21H LU =21 FOR DATA FILE )
  REWIND NDISK
C SET INTERVAL TIMER TO 30 SECONDS
  TIME=30000.0
  CALL QWTIMR(TIME,IERR)
C ONE SECTOR = 8x 15 BIT WORDS,OR 11 TIME STEPS,BUT 10/RECORD USED
C INPUT ONE SECTOR TO XBUFF
  CALL QMOND(17,NDISK,XBUFF(1),XBUFF(44))
C INITIALIZE POINTERS
  IPNT=1
  INC=4
  NSTEP=10
C SET D/A LINES TO ZERO
  CALL QWHDAR(ZERO,0,7,IERR)
  CALL QSTDA
C DISABLE ERROR MESSAGES AND WAIT FOR SW 1 TO GO ON,TRUE
  CALL QUIET
C CALL LOW SPEED WAIT
90  CALL QSDLY(1000)
C START TRANSMISSION WHEN SENSW 1 TRUE,ON
  IF(SENSW(1)) GO TO 75
  GO TO 50
75  CALL QWTIMR(TIME,IERR)
C SYNC TO PROGRAM AND CLOCK
100 DO 200 I=1,NSTEP
C TEST FOR EOF
  IF(XBUFF(IPNT).EQ.-1.0) GO TO 300
C LOAD D/A BUFFER WITH DATA
  CALL QWHDAR(XBUFF(IPNT+1),1,3,IERR)
C WAIT FOR STEP
  XTIME=XBUFF(IPNT)*1000.0
150 CALL QRTIMR(RTIME,IERR)
  IF(TIME-RTIME-XTIME)150,160,160
C AFTER CLOCK SYNC TRANSMIT DATA OUT D/A LINES
160 CALL QSTDA
  IPNT=IPNT+INC
C TEST SENSW 2 FOR END PROGRAM
  IF(SENSW(2)) GO TO 5000
200 CONTINUE
C GET NEXT RECORD FROM DISK
210 CALL QMOND(17,NDISK,XBUFF(1),XBUFF(44))
  IPNT=1
  GO TO 100
C END OF DATA,REWIND DISK AND RESTART
300 REWIND NDISK

```



```
CALL QWTIMR(TIME,IERR)
IREC=0
GO TO 210
C PROGRAM END ON SENSW , LINK BACK TO MONITOR
5000 WRITE(NTYP,9 10)
9010 FORMAT(12H END PROGRAM )
CALL EXIT
END
```

### B.3 Program Generation Details


How to create a core image version of a program is explained in this section. Several details of the operation are not included in the description because they are readily available in the EAI reference manuals (reference 4, 5, 6 and 7). The core image is generated according to the following three steps:

- a. Creation of source program file with BASIC TEXT EDITOR program
- b. Compilation of source program using the FORTRAN compiler
- c. Generation of core image file with CORE IMAGE GENERATOR program.

A diagram of the process is shown in Figure B-3.

#### B.3.1 Source File Generation

The source file creation step requires a number of operations by the user. First, the source input is punched on paper tape in a form required by the text editor. (See reference 6.) Then the disk file for the source storage is created with a monitor command, and the Basic Text Editor is loaded and executed. The complete procedure is outlined below:

#N, SOURCE, 22, 0 

where

#N	= create file entry command
SOURCE	= file name
22	= logical unit number of file opened, octal
0	= identifies source file type.

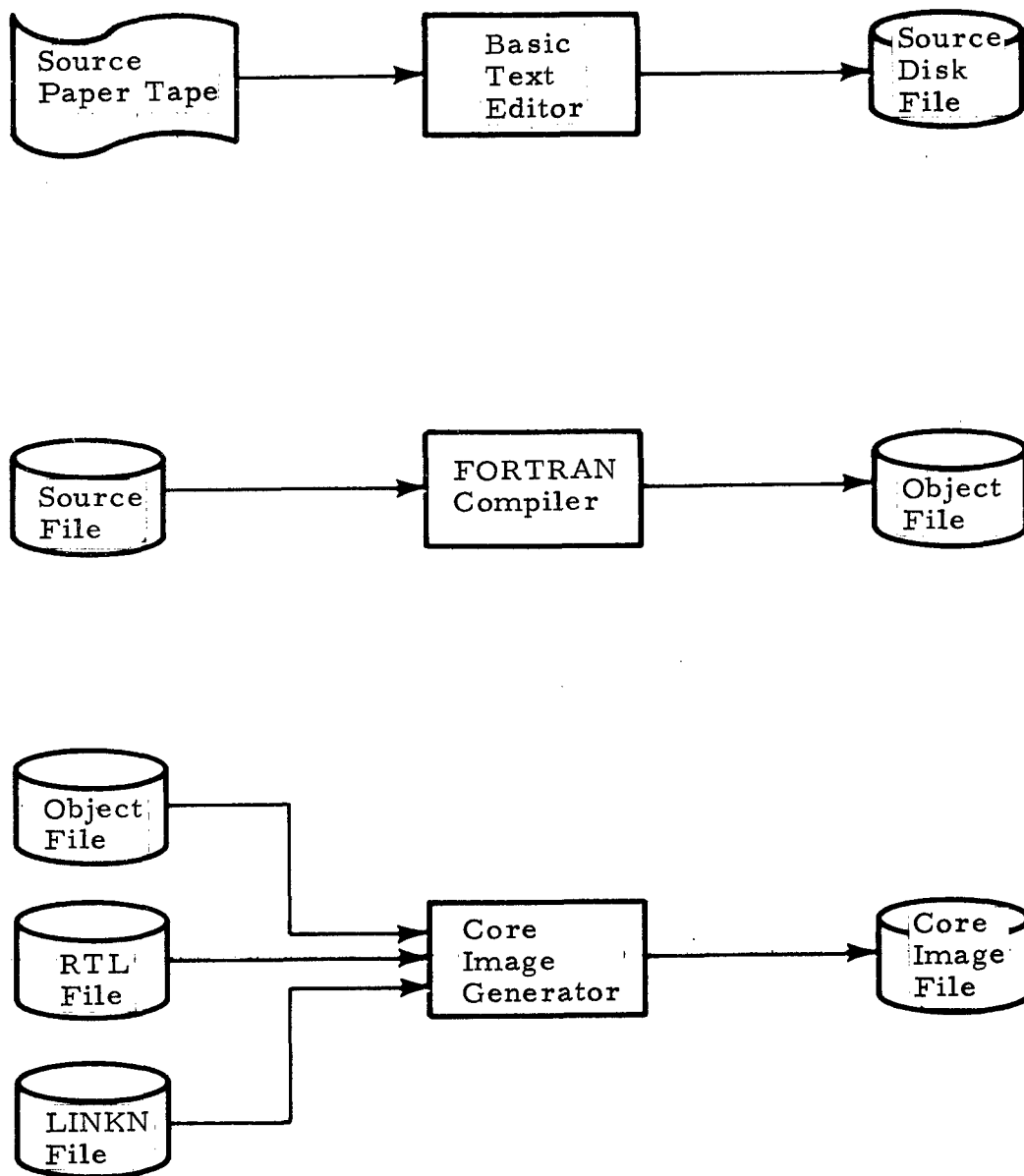




Figure B-3. Program Generation Sequence

#L, BTE, 21 


where





#L = load file command  
BTE = file name of basic text editor  
21 = logical unit number for loader.


#R, 220, 422, 17777 

where

#R = set hardware register command  
220 = command input = console and list output = printer  
422 = text input = paper tape and text output = disc  
17777 = buffer memory space (see reference 6).

#G, 1000 

NNN, B		input NNN lines of program
W		write buffer to disc file
F		write end of file mark
M		return to monitor.

If changes in the source code from the paper tape version are required they would be done with the editor before the write (W ) instruction. (See reference 6.)

### B.3.2 Program Compilation

The FORTRAN compiler inputs code from the previously created source file and creates an object file which the program loader requires. An object file for the compiler output must be created before execution.

Example #N, OBJECT, 23, 1 ➤

where

#N = create disc file  
OBJECT = name of object file  
23 = logical unit for compiler output  
1 = identifies object file type.

#P, SOURCE, 22 ➤

where

#P = open disc file  
SOURCE = file name from text editor output  
22 = logical unit number for source input.

#L, FORTR, 21 ➤ (FORTR = compiler file name)

#R, , 20702, 41162 ➤

where

#R = register set command  
20702 = non-standard compiler options  
41162 = source, object, list logical units. (See reference 4)

#G, 1000 ➤

If the program compiles correctly, the object file OBJECT is ready for input by the core image generator.


### B.3.3 Core Image Generation

The core image generator takes the user's object file and links it with the required system subroutines. However, before initiating the process, an output file must be created and the object file positioned:

Example     #N, CORIMG, 23, 2 


where

#N            = file creation command  
CORIMG       = file name of core image  
23            = logical unit file opened on  
2             = identifier for CI file type.

#P, OBJECT, 22 

where

#P            = command to open disc file  
OBJECT       = name of object input file  
22            = logical unit number of file.

#L, CIG, 21 

where

#L            = loader command  
CIG           = file name of Core Image Generator  
21            = logical unit number for loader.

#R, , 101000, 23000 ➤

where

#R = register setting command

101000 = non-standard options, standard execution address

23000 = logical unit output = 23, zone zero starts at 000

#G, 1000 ➤ execute

#F, OBJECT, 22 ➤ force load object file to output

#L, LINKN, 24 ➤ library load (selective) required subroutines from  
hybrid linkage library

#L, RTL, 24 ➤ library load (selective) required subroutines from  
run time library

#M ➤ close file on disc and return to monitor.

The program can now be loaded from disc and executed with a single load command as described in 3.2.

## B.4 Data Storage Formats

Axle displacement records are obtained by the system from paper tapes punched in ASCII standard eight level tape format. Corresponding to each time step, there are four elements punched on the tape, i.e., the time value (seconds), front axle displacement (feet), middle axle displacement (feet), and the rear axle displacement (feet). These data are in FORTRAN format F7.4, 3F8.5 (see 2.2.2.3), therefore, typical data look like:

Example      01.2345, Time  
             +0.12345, Front axle  
             -0.98765, Middle axle  
             +0.34567, Rear axle

Counting the characters in the above show that each time step requires 31 frames of paper tape. These values are stored in memory and on disc as 32 bit real numbers, therefore, data for each time step require eight 16-bit words of storage (specific details on storage can be found in EAI publications, i.e., references 4, 5, 6 and 7).

When these data are transferred to a disc storage\* file they are formatted such that each sector (largest block of data that can be transferred in one operation) is 88 16-bit words. This allows up to 11 time steps to be packed into each sector. The program actually stores 10 time steps or 40 values, with four zeros at the end to fill up the sector.

Example	1	00.0000 + 0.12345 - 0.98765 + 0.34567	} One Sector
	2	00.0039 + 0.12201 - 0.98321 + 0.34921	
	.	.	
	.	.	
	.	.	
	10	00.0451 + 0.10310 - 0.93415 + 0.39216	
	11	00.0000 00.00000 00.00000 00.00000	
		EOR	

---

\*Input/output with disc storage is carried out by calls to the monitor by a system routine QMOND, details of which are available in reference 4.



The full data file then consists of a chain of blocks, 10 steps each, with the final block containing -1.0 fill up elements to the EOR.

Example

```

      .
      .
      .
EOR
18.0000 + 1.00000 - 0.01023 + 0.97510
      .
      .
      .
0.0      0.0      0.0      0.0
EOR
18.0040 + 0.95610 - 0.020501 + 0.96321
      .
      .
      .
-1.0000 - 1.00000 - 1.00000 - 1.00000 } Marks end
-1.0000 - 1.00000 - 1.00000 - 1.00000 } of file
EOR
EOF (End of Disc File)

```

Employing -1 indicators allows file lengths to be changed without altering the programs, as long as the end of the file is marked by a series of -1.0.

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REPORT DOCUMENTATION PAGE		READ INSTRUCTIONS BEFORE COMPLETING FORM
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20. ABSTRACT (Continue on reverse side if necessary and identify by block number)  Recorded simulation control scheme is a method of generating realistic inputs for vehicle shake tests. The scheme involves generating axle displacement records by simulating vehicle operation over the specified terrain, storing the records in memory of a control system and using them to provide input signals to the vehicle shaker. This user's manual provides instructions on implementing the scheme in terms of two steps. <div style="text-align: right;">(Continued)</div>		

Step 1: A complete program which can simulate motion of a three axle military truck using any of the previous developed four tire models is described. The tire models are: point contact model, rigid tread band model, fixed footprint model and adaptive footprint model. Instructions on using the program to create axle displacement records are given along with an illustrative example.

Step 2: A control system which employs a digital processor, disc memory and input-output peripherals to generate shaker input signals from the displacement records is described. Instructions on operating the control system are provided through typical examples.